



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium

1221 East Broad Street

Richmond, Virginia 23219

January 17, 2023

12:00 p.m. or upon adjournment of the January 17, 2023 Workshop meeting.

Public Comments:

Approval of Minutes:

December 6, 2022

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Mike Todd
Director of Rail Programs

1. Action on Rail Industrial Access, Hershey Chocolate of Virginia, Inc., Located within the Staunton District.

OFFICE OF LAND USE:

Presenting: Robert Hofrichter
Division Director

2. Action on Addition to the Primary System of State Highways in Fauquier County Located within the Culpeper District.
3. Action on Transfer of Route FR-141 in Newport News From VDOT Primary System to the Local System of Roads, Located within the Hampton Roads District.

LOCATION AND DESIGN:

Presenting: Emmett Heltzel
State Location & Design Engineer

4. Action on Limited Access Control Changes (LACCs) #2 for Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) Prince William County within the Northern Virginia District.
5. Action on Limited Access Control Changes (LACCs) for the Southeastern Public Service Authority Eastbound Flyover Ramp Located in the City of Suffolk within the Hampton Roads District.

LOCAL ASSISTANCE DIVISION:

Presenting: Russ Dudley
Division Administrator

6. Action on Recreational Access to Herman Road Lake Gaston Day Use Site, Project RECR-012-800, Located in Brunswick County within the Richmond District.
7. Action on Recreational Access to Auburn Park, Project RECR-060-877 Located in Montgomery County within the Salem District.
8. Action on Recreational Access to Hoskins Creek Park Project RECR-310-174 Located in the Town of Tappahannock within the Fredericksburg District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

9. Action on FY23-28 Six-Year Improvement Program Transfers for November 12, 2022 through December 9, 2022.
10. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2023-2028.
11. Action on SMART SCALE Budget Increase Southern Connector (UPC 105907) within the Staunton District.
12. Action on SMART SCALE Budget Increase Route 15 and Route 360 Roundabout (UPC 110767) within the Lynchburg District.
13. Action on SMART SCALE Cancellation Route 31 Bicycle accommodation (UPC 115511) within the Hampton Roads District.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

14. Bids.

NEW BUSINESS:

ADJOURNMENT:

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By: Seconded By: Action:

Title: Rail Industrial Access – Hershey Chocolate of Virginia, Inc.

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

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

WHEREAS, Hershey Chocolate of Virginia, Inc. has submitted an application for RIA grant funds in the amount of \$450,000 toward construction of approximately 4,750 feet of track to serve its facility in the County of Augusta, Virginia (Project); and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has evaluated the Project in accordance with the Commonwealth Transportation Board's (Board) Rail Industrial Access (RIA) Policy and, because the Project scores 58 points, has recommended its approval; and

WHEREAS, the County of Augusta, Virginia has, by resolution dated October 26, 2022, shown support for the application of up to \$450,000 in RIA funds for assistance in expanding track facilities to serve the Hershey Chocolate of Virginia, Inc. facility located in the County of Augusta; and

WHEREAS, Norfolk Southern Railway Company, by letter dated November 1, 2022, has indicated its support for the Project and has agreed to serve the facility; and

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

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

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$450,000 of the RIA Fund be provided to construct approximately 4,750 linear feet of track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth;
2. All costs above the \$450,000 RIA grant must be borne by Hershey Chocolate of Virginia, Inc. or sources other than those administered by DRPT;
3. Execution of an agreement acceptable to the Director of DRPT; and
4. Execution of a contractual commitment by Hershey Chocolate of Virginia, Inc. to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

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CTB Decision Brief
Rail Industrial Access Applicant
Location: County of Augusta, Virginia
Hershey Chocolate of Virginia, Inc

Summary: Hershey Chocolate of Virginia, Inc. has submitted an application for Rail Industrial Access grant funds in the amount of \$450,000 to construct a new rail spur at its County of Augusta facility. Hershey Chocolate is an industry-leading snacks company which has more than 80 brands including Hershey's, Reese's, Kit Kat, SkinnyPop, and Jolly Rancher. The spur will be used for incoming raw material from the Midwest and the Southern United States.

DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 58 points. Projects must reach a 50-point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 145 new rail cars annually.
- The minimum threshold for carloads is 10 carloads annually.
- The Applicant commits to 111 new jobs.
- The Applicant's new 4750-foot rail spur will divert approximately 1,434 new trucks from Virginia highways per year in addition to the 3,995 existing trucks already diverted.
- The total capital investment in the facility is estimated at \$140M.
- The total railroad track construction cost is estimated at \$5M.
- The Applicant is responsible for minimum 30% match toward rail costs.
- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2023 Industrial, Airport, and Rail Access Fund

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

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

Options: Approve, Deny, or Defer



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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By: _____ Seconded By:

Action:

Title: Addition – Primary System of State Highways in Fauquier County

WHEREAS, 0.14 mile of new Primary roadway was constructed in Fauquier County under VDOT Project 0029-030-121, C501; and

WHEREAS, § 33.2-314 of the *Code of Virginia* allows the Commonwealth Transportation Board to add new highways to the Primary System of State Highways; and

WHEREAS, the Fauquier County Board of Supervisors supports the addition of the new highway thereof identified as Route F-1117 to the Primary System of State Highways and has provided a letter of support, attached hereto as Exhibit A, requesting the addition depicted on the sketch attached hereto as Exhibit B; and

NOW THEREFORE, BE IT RESOLVED, that the roadway segment identified below, is hereby ordered added to the Primary System of State Highways, pursuant to subsection A of § 33.2-314 of the *Code of Virginia*.

Primary System of State Highways

Addition

Culpeper District

Fauquier County

- Route F-1117

0.14 Mi.

Total Mileage Added to the Primary System:

0.14 Mi.

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CTB Decision Brief

Addition – Primary System of State Highways in Fauquier County

Issue: VDOT Project 0029-030-121, C501 resulted in the construction of Route F-1117 in Fauquier County. The Virginia Department of Transportation, with support of the Fauquier County Board of Supervisors, seeks Commonwealth Transportation Board (Board) approval of the addition of the new roadway segment to the Primary System of State Highways.

Facts: Route F-1117 in Fauquier County, a total distance of 0.14 mile, was constructed as part of VDOT Project 0029-030-121, C501.

The Fauquier County Board of Supervisors submitted a letter of support dated September 15, 2022 (Exhibit A, attached), indicating the Board of Supervisors' support of the addition of the 0.14 mile newly constructed roadway comprised of Route F-1117 to the Primary System of State Highways; said segment is identified with endpoints M1 and M2 in "Red" on the Project sketch identified as Exhibit B, attached.

Upon review of the Project, VDOT staff determined that the 0.14 mile of newly constructed roadway comprised of Route F-1117 should be added to the Primary System of State Highways, pursuant to § 33.2-314 of the *Code of Virginia*.

Recommendations: VDOT recommends the Commonwealth Transportation Board approve the addition to the Primary System of State Highways of the 0.14 mile roadway comprised of Route F-1117 constructed as part of VDOT Project 0029-030-121, C501 referenced above.

Action Required by CTB: The *Code of Virginia* requires a majority of the Board's members to approve the addition proposed in this brief. The resolution describing the proposed segment to be added is provided for the Board's consideration.

Result if Approved: If approved, VDOT will add the segment referenced above to the Primary System of State Highways.

Options: Approve or Deny

Exhibit A
Fauquier County Board of Supervisors Letter of Support dated September 15, 2022



COUNTY OF FAUQUIER
OFFICE OF THE COUNTY ADMINISTRATOR

PAUL S. McCULLA
County Administrator

10 Hotel Street, Suite 204
Warrenton, Virginia 20186
PHONE 540-422-8001
FAX 540-422-8022

E-mail: paul.mcculla@fauquiercounty.gov

ERIN M. KOZANECKI
Deputy County Administrator

September 15, 2022

Mr. D. Mark Nesbit, P.E.
Resident Engineer
Virginia Department of Transportation
Warrenton Residency
457 East Shirley Avenue
Warrenton, Virginia 20186



RE: VDOT Project 0029-030-121, C501, B616 Highway System Changes

Dear Mr. Nesbit:

In my capacity as Deputy County Administrator and on behalf of the Fauquier County Board of Supervisors, the County supports VDOT Project 0029-030-121, C501, B616 (Warrenton Southern Interchange), and the related highway system changes associated with this project. These highway changes include the §33.2-912 abandonment of portions of Routes 880 and 882; the §33.2-906 abandonment of a portion of BUS 15/17/29; addition of replacement roads pursuant to §33.2-705 and §33.2-310; as well as addition of a primary frontage road (Route F-1117) pursuant to §33.2-314.A. Please see attached Project sketch for related details.

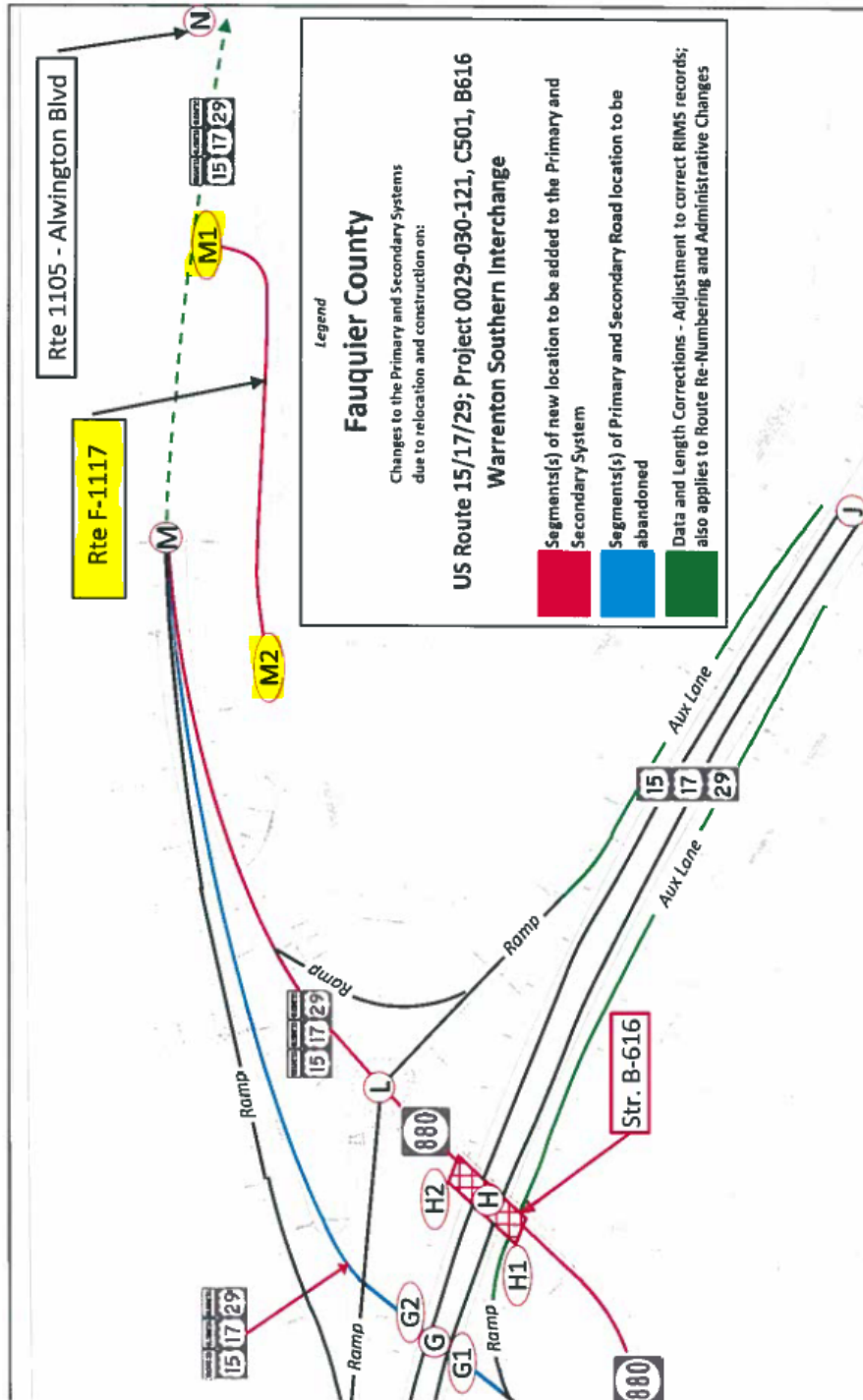
If you have any questions related to this project, please do not hesitate to contact me.

Sincerely,

Erin M. Kozanecki
Deputy County Administrator

Enclosures

Exhibit B Sketch of Proposed Primary Addition



Segments	Route	Action	From	To	Length (MI)
M1 - M2	Rte F-1117	Primary/Frontage Addition - 33.2-314.A	BUS US 15/17/29	End Construction	0.14



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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By: _____ Seconded By:

Action:

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

WHEREAS, the City Council of Newport News desires the transfer of Route FR-141 (Richneck Road) in the City of Newport News from the Primary System of State Highways to the local system of roads, pursuant to §33.2-315, Code of Virginia 1950, as amended. The road segment's length is 0.08 of a mile and is located entirely within the corporate limits of the City of Newport News; and

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

WHEREAS, the City Council of Newport News provided the Commissioner of Highways with a resolution, attached hereto as Exhibit A, requesting the transfer of Route FR-141, as seen in the map attached hereto as Exhibit B; and

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

Resolution of the Board

Transfer – Primary to Local System of Highways – Route FR-141 in Newport News

January 17, 2023

Page 2 of 2

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

Primary System of State Highways

Transfer

Hampton Roads

City of Newport News

- Route FR-141

0.08 Mi.

Total Mileage Transferred from the Primary System:

0.08 Mi.

#####

CTB Decision Brief

Transfer of Route FR-141 From VDOT Primary System to the Local System of Roads Located in the City of Newport News

Issue: The City Council of Newport News has requested the Commonwealth Transportation Board (CTB) transfer the 0.08 mile length of Route FR-141 (Richneck Road) in the City of Newport News from the Primary System of State Highways to the City of Newport News' local road system.

Facts: Route FR-141 is located in the City of Newport News, which receives maintenance payments in accordance with § 33.2-319. The frontage road, located east of Interstate 64, now functions as a city street, not as a frontage road, and the City desires to continue to maintain the street.

The City of Newport News provided a resolution, dated November 22, 2022 (Exhibit A, attached), indicating the City of Newport News' request to transfer the total 0.08 mile length of Route FR-141 (noted in green on Exhibit B, attached) from the state's Primary system to the local system.

Upon review of the area, Virginia Department of Transportation (VDOT) staff determined the 0.08 mile road segment should be transferred from the Primary System of State Highways, pursuant to § 33.2-315 of the *Code of Virginia*, in accordance with the City of Newport News' request.

Recommendations: VDOT recommends the Commonwealth Transportation Board approve the transfer of the 0.08 mile length of Route FR-141 as referenced above.

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

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

Options: Approve or Deny

Exhibit A
City of Newport News Resolution, dated November 22, 2022

RESOLUTION NO. 13587-22

A RESOLUTION DESIGNATING A PORTION OF FRONTAGE ROAD 141, ALSO KNOWN AS RICHNECK ROAD, AS PUBLIC RIGHT-OF-WAY AND ACCEPTING THE TRANSFER OF THAT PORTION FROM THE PRIMARY STATE SYSTEM OF HIGHWAYS INTO THE CITY STREET SYSTEM.

WHEREAS, the Virginia Department of Transportation constructed Frontage Road 141, also known as Richneck Road; and

WHEREAS, the said street and improvements have been constructed to City standards; and

WHEREAS, that portion of Richneck Road, to the extent not previously accepted, serves local traffic and is desired to be transferred from the Primary System of State Highways to the City System of Streets for public maintenance pursuant to §33.2-315, Code of Virginia; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Newport News:

That it hereby accepts that portion of Frontage Road 141, also known as Richneck Road, to the extent not previously accepted, and more fully described below:

Richneck Road (Frontage Road 141) – beginning at its intersection with Denbigh Boulevard (Route 173) and continuing for .08 miles north

as shown on the State Highway Plans attached hereto and made a part hereof.

BE IT FURTHER RESOLVED that a certified copy of this resolution be forwarded to the Resident Engineer of the Virginia Department of Transportation.

PASSED BY THE COUNCIL OF THE CITY OF NEWPORT NEWS ON NOVEMBER 22, 2022

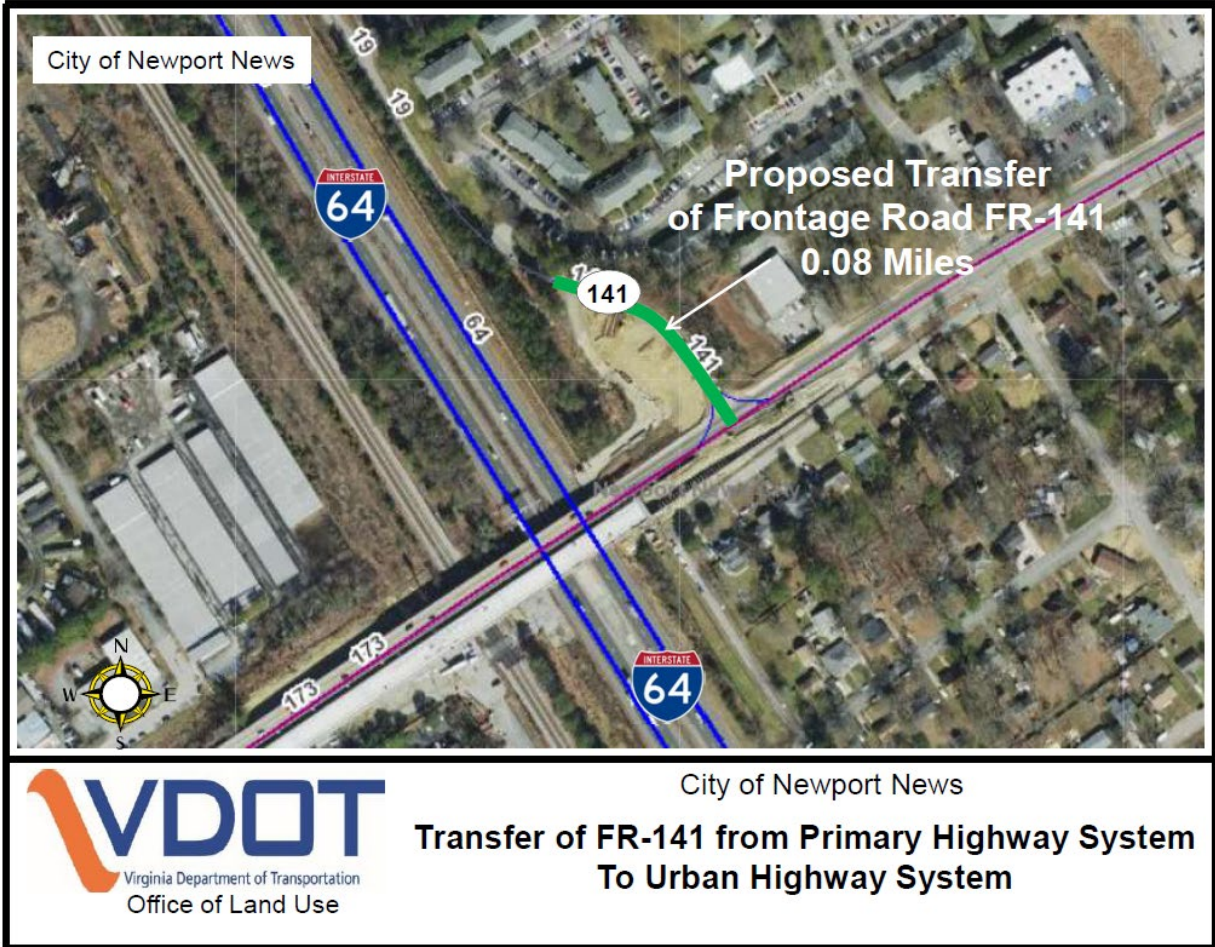
Mabel Washington Jenkins, MMC
City Clerk

McKinley L. Price, DDS
Mayor

A true copy, teste:

City Clerk

Exhibit B
Sketch of Proposed Route FR-141 Transfer





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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes (LACCs) #2 for Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) Prince William County

WHEREAS, on April 17, 1980, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Route 234 (Manassas Bypass) to be a Limited Access Highway between Route 619 at Limstrong and Routes 29/211 in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended; and

WHEREAS, on June 20, 1991, the CTB approved the major design features of the Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C-502, C-503, C-504, to be constructed in phases with interchanges at I-66 and Route 28, and at-grade intersections at the remaining interchange sites. The ultimate completion of the remaining interchanges, including this location, would be subject to future development; and

WHEREAS, the Route 234 (Manassas Bypass) is also known as the Prince William Parkway; and

WHEREAS, on October 20, 2022, the CTB approved the major design features and the LACCs for the Route 234 (Prince William Parkway) interchange at realigned Route 621 (Balls Ford Road), State Highway Project 6234-076-266, P101, R201, C501, B665, B666; and

Resolution of the Board
Proposed Limited Access Control Change (LACCs) #2
Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)
Prince William County
January 17, 2023
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WHEREAS, the Prince William County Department of Transportation, under the Virginia Department of Transportation's (VDOT) Locally Administered Projects program, is administering the development and delivery, utilizing design-build, of State Highway Project 6234-076-266, P101, R201, C501, B665, B666; and

WHEREAS, the revisions to State Highway Project 6234-076-266, P101, R201, C501, B665, B666, (UPC# 112815) will eliminate the proposed roundabout and provides right turn taper modifications along existing Balls Ford Road between Route 234 (Prince William Parkway) and the existing conventional intersection of Delinski Way/Randolph Ridge Lane (the "Project"); and

WHEREAS, these improvements will impact the existing Limited Access Control Lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, Prince William County posted a Notice of Willingness to Hold a Public Hearing ("Willingness") on November 11, 2022, and November 25, 2022, in the *Washington Post* ; on November 17, 2022, and November 24, 2022, in the *Prince William Times*; and on November 18, 2022, and November 25, 2022, in the *El Tiempo Latino* for the elimination of the proposed roundabout and the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on November 30, 2022, with no comments or other input from the public; and

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

WHEREAS, VDOT's Northern Virginia District Office has reviewed and approved the traffic analysis report for the Project on February 24, 2022, having 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. The Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) was a component of the Route 234 (Manassas Bypass) project, and evaluated in a 1994 Supplemental Environmental Impact Statement (SEIS) prepared by VDOT

Resolution of the Board
Proposed Limited Access Control Change (LACCs) #2
Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)
Prince William County
January 17, 2023
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and the Federal Highway Administration. More recent environmental studies completed in July 2019 determined that the location of the currently proposed improvements is essentially the same as the improvements proposed and evaluated in the 1994 SEIS. Further environmental reevaluations will be prepared prior to authorizing the acquisition of right-of-way and authorizing construction for the interchange pursuant to 23 CFR § 771.129 to ensure the project design plans are consistent with the 1994 SEIS and the 2019 Environmental Studies documents. All required environmental permits will be obtained in coordination with local, state, and federal agencies prior to construction; and

WHEREAS, the Project is located within an 8-hour ozone non-attainment area and is included in the Visualize 2045 Air Quality Conformity Analysis for the financially constrained element of the Visualize 2045 Long-Range Transportation Plan approved by the National Capital Region Transportation Planning Board on October 17, 2018; and

WHEREAS, the Project is in Prince William County and the elimination of the proposed roundabout and the proposed LACCs are supported by the County's Assistant Director for Transportation-, Capital Projects Design and Construction, on May 20, 2022 (attached); and

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

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

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) continue to be designated as a limited access control area, with the boundaries of limited access

Resolution of the Board

Proposed Limited Access Control Change (LACCs) #2

Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)

Prince William County

January 17, 2023

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control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

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

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CTB Decision Brief
Proposed Limited Access Control Change (LACCs) #2
Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)
Project 6234-076-266 P101, R201, C501, B665, B666
UPC# 112815
Prince William County

Issues: The area designated as limited access previously approved for the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) needs to be modified to eliminate the proposed roundabout and provide right turn taper modifications along existing Balls Ford Road between Route 234 (Prince William Parkway) and the intersection of Delinski Way/Randolph Ridge Lane. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for Route 234 (Manassas Bypass) between Route 619 at Limstrong and Routes 29/211 was previously established on April 17, 1980, by the State Highway Commission, predecessor to the CTB in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended.
- The CTB approved the major design features of the Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C-502, C-503, C-504, to be constructed in phases with interchanges at I-66 and Route 28, and at-grade intersections at the remaining interchange sites on June 20, 1991. The ultimate completion of the remaining interchanges, including this location, would be subject to development.
- The Route 234 Manassas Bypass was renamed the Prince William Parkway.
- The CTB approved the major design features and the LACCs for the Route 234 (Prince William Parkway) interchange at realigned Route 621 (Balls Ford Road), State Highway Project 6234-076-266, P101, R201, C501, B665, B666 on October 20, 2020
- Revisions to State Highway Project 6234-076-266, P101, R201, C501, B665, B666; UPC# 112815,) will eliminate the proposed roundabout and provides right turn taper modifications along existing Balls Ford Road between Route 234 (Prince William Parkway) and the existing conventional intersection of Delinski Way/Randolph Ridge Lane (the “Project”).
- These improvements will impact the existing Limited Access Control Lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs) #2

Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)

Prince William County

January 17, 2023

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- Prince William County posted a Notice of Willingness to Hold a Public Hearing (“Willingness”) on November 11, 2022, and November 25, 2022, in the *Washington Post* ; on November 17, 2022, and November 24, 2022, in the *Prince William Times*; and on November 18, 2022, and November 25, 2022, in the *El Tiempo Latino* for the elimination of the proposed roundabout and the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on November 30, 2022, with no comments or other input from the public.
- The economic, social, and environmental effects of the proposed Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- The Northern Virginia District office has reviewed and approved the traffic analysis report for the Project on February 24, 2020 having 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. The Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) was a component of the Route 234 (Manassas Bypass) project, evaluated in a 1994 Supplemental Environmental Impact Statement (SEIS) prepared by VDOT and the Federal Highway Administration. More recent environmental studies completed in July 2019 determined that the location of the currently proposed improvements is essentially the same as the improvements proposed and evaluated in the 1994 SEIS. Further environmental reevaluations will be prepared prior to authorizing the acquisition of right-of-way and authorizing construction for the interchange pursuant to 23 CFR § 771.129 to ensure the project design plans are consistent with the 1994 SEIS and the 2019 Environmental Studies documents. All required environmental permits will be obtained in coordination with local, state, and federal agencies prior to construction.
- The Project is located within an 8-hour ozone non-attainment area and is included in the Visualize 2045 Air Quality Conformity Analysis for the financially constrained element of the Visualize 2045 Long-Range Transportation Plan approved by the National Capital Region Transportation Planning Board on October 17, 2018.
- The Project is in Prince William County and the elimination of the proposed roundabout and the proposed LACCs are supported by the County’s Assistant Director for Transportation, Capital Projects Design and Construction, on May 20, 2022 (attached).
- VDOT’s Chief Engineer has determined that the proposed changes will not adversely affect the safety or operation of the highways.

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs) #2

Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)

Prince William County

January 17, 2023

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- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended that, pursuant to § 33.2-401 of the Code of Virginia and 24 VAC 30-401-10 *et seq.*, that the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) continue to be designated as a limited access control area with the LACCs modified and/or established as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access lines and right of way previously approved by the CTB on October 20, 2020.

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

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and implement the described LACCs, and the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: The Willingness expired on November 30, 2022, with no comments or other input from the public.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: Ms. Hynes, Seconded By: Dr. Smoot
Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs) for the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) Prince William County

WHEREAS, on April 17, 1980, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Route 234 (Manassas Bypass) to be a Limited Access Highway between Route 619 at Limstrong and Routes 29/211 in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended; and

WHEREAS, on June 20, 1991, the CTB approved the major design features of the Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C-502, C-503, C-504, to be constructed in phases with interchanges at I-66 and Route 28 and at-grade intersections at the remaining interchange sites. The ultimate completion of the remaining interchanges, including this location, would be subject to development; and

WHEREAS, the Route 234 Manassas Bypass was renamed as the Prince William Parkway; and

WHEREAS, the Prince William County Department of Transportation, under the Virginia Department of Transportation's (VDOT) Locally Administered Projects program, is administering the development and delivery, utilizing design-build, of State Highway Project 6234-076-266, P101, R201, C501, B665, B666; and

WHEREAS, State Highway Project 6234-076-266, P101, R201, C501, B665, B666 (UPC# 112815) (the “Project”) provides a grade-separated diverging diamond interchange approximately 1500 feet south of the existing at-grade intersection of the Route 234 (Prince William Parkway) and Route 621 (Balls Ford Road). The Project also provides a bridge carrying realigned Route 621 (Balls Ford Road) over the Route 234 (Prince William Parkway) with ramp connections to and from northbound and southbound Route 234 (Prince William Parkway) to relieve traffic congestion and improve safety at the Route 234 (Prince William Parkway) and Route 621 (Balls Ford Road) intersection. These improvements include the realignment of approximately 1.85 miles of existing Route 621 (Balls Ford Road) from Devlin Road to Doane Drive, and includes a bridge over the Norfolk Southern Railroad. The realigned Route 621 (Balls Ford Road) will be a four-lane divided roadway with turn lanes at intersections, raised median, curb and gutter, and a shared use path. Traffic signals will be included at the intersections with Devlin Road, Wellington Road, Wellingford Drive, the two interchange crossover intersections, and Doane Drive; and

WHEREAS, the grade-separated diverging diamond interchange with ramp connections to and from northbound and southbound Route 234 (Prince William Parkway) will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, Prince William County held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on July 14, 2020, between 2:00 pm and 5:00 pm at the County Board of Supervisors Chambers, McCoart Building, 1 County Complex Court, Woodbridge, VA 22192, 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 VDOT Northern Virginia District office has reviewed and approved the traffic analysis report for the Project completed in February 24, 2020, 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. The Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) was a component of the Route 234 (Manassas Bypass) project, evaluated in a Supplemental Environmental Impact Statement (SEIS) prepared by VDOT and the Federal

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)
Prince William County
October 20, 2020
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Highway Administration in 1994, in accordance with provisions of the NEPA and 23 CFR 771. Environmental studies completed in July 2019 determined that the location of the currently proposed improvements is essentially the same as that proposed and evaluated in the 1994 SEIS. Environmental reevaluations will be prepared prior to authorizing the acquisition of right-of-way and authorizing construction for the interchange pursuant to 23 CFR 771.129 to ensure the project design plans are consistent with the 1994 SEIS and the 2019 Environmental Studies document. All required environmental permits will be obtained in coordination with local, state, and federal agencies prior to construction; and

WHEREAS, the Project is located within an 8-hour ozone non-attainment area and is included in the Visualize 2045 Air Quality Conformity for the financially constrained element of the Visualize 2045 Long Range Plan for the National Capital Region and approved by the Transportation Planning Board on October 17, 2018; and

WHEREAS, the Project is in Prince William County and the Board of County Supervisors endorsed the final design of the Project at their regular meeting on July 14, 2020. The County Director of Transportation endorsed the changes in limited access control in a letter dated August 24, 2020; and

WHEREAS, the VDOT 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 Offsets Table (attached).

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

BE IT FURTHER RESOLVED, that the location of the shared use path within the areas designated as limited access and its construction and maintenance is approved as proposed and presented at the Hearing by Prince William County, as the same may be modified during ongoing design review.

Resolution of the Board

Proposed Limited Access Control Change (LACCs)

Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)

Prince William County

October 20, 2020

Page 4 of 4

BE IT FURTHER RESOLVED, that pedestrians and bicyclists are authorized to use the proposed shared use path along realigned Route 621 (Balls Ford Road), 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.

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CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)
Project 6234-076-266, P101, R201, C501, B665, B666
UPC# 112815
Prince William County

Issues: The area designated as limited access previously approved for the Route 234 (Prince William Parkway, formerly the Manassas Bypass) needs to be modified to accommodate the Route 234 (Prince William Parkway) grade-separated diverging diamond interchange at realigned Route 621 (Balls Ford Road), and to provide pedestrian and bicyclist access within the limited access area as a result of the shared use path along realigned Route 621 (Balls Ford Road). These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for Route 234 (Manassas Bypass) between Route 619 at Limstrong and Routes 29/211 was previously established on April 17, 1980 by the State Highway Commission, predecessor to the CTB in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended.
- The CTB approved the major design features of the Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C-502, C-503, C-504, to be constructed in phases with interchanges at I-66 and Route 28, and at-grade intersections at the remaining interchange sites on June 20, 1991. The ultimate completion of the remaining interchanges, including this location, would be subject to development.
- The Route 234 Manassas Bypass was renamed the Prince William Parkway.
- State Highway Project 6234-076-266, P101, R201, C501, B665, B666 (UPC# 112815) (the “Project”) provides a grade-separated diverging diamond interchange approximately 1500 feet south of the existing at-grade intersection of the Route 234 (Prince William Parkway) and Route 621 (Balls Ford Road). The Project also and provides a bridge carrying realigned Route 621 (Balls Ford Road) over Route 234 (Prince William Parkway) with ramp connections to and from northbound and southbound Route 234 (Prince William Parkway) in order to relieve traffic congestion and improve safety at the Route 234 (Prince William Parkway) and Route 621 (Balls Ford Road) intersection. These improvements include the realignment of approximately 1.85 miles of existing Route 621 (Balls Ford Road), from Devlin Road to Doane Drive, and includes a bridge over the Norfolk Southern Railroad. The realigned Route 621 (Balls Ford Road) will be a four-lane divided roadway with turn lanes at intersections, raised median, curb and gutter, and a shared use path. Traffic signals will be included at the intersections with Devlin Road, Wellington Road, Wellingford Drive, the two interchange crossover intersections, and Doane Drive. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)

Prince William County

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- Prince William County held a Design Public Hearing (“Hearing”) for the Project on July 14, 2020, between 2:00 pm and 5:00 pm at the County Board of Supervisors Chambers, McCoart Building, 1 County Complex Court, Woodbridge, VA 22192, 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 Northern Virginia District office has reviewed and approved the traffic analysis report for the Project completed in February 24, 2020 and found that it adequately addresses the impacts from the Project and proposed LACCs.
- The Project is in compliance with National Environmental Policy Act (NEPA) requirements. The Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) was a component of the Route 234 (Manassas Bypass) project, evaluated in a Supplemental Environmental Impact Statement (SEIS) prepared by the Virginia Department of Transportation (VDOT) and the Federal Highway Administration in 1994, in accordance with NEPA and 23 CFR 771. Environmental studies completed in July 2019 determined that the location of the currently proposed improvements is essentially the same as was proposed and evaluated in the 1994 SEIS. Environmental reevaluations will be prepared prior to authorizing the acquisition of right-of-way and authorizing construction for the interchange pursuant to 23 CFR 771.129 to ensure the project design plans are consistent with the 1994 SEIS and the 2019 Environmental Studies document. All required environmental permits will be obtained in coordination with local, state, and federal agencies prior to construction.
- The Project is located within an 8-hour ozone non-attainment area and is included in the Visualize 2045 Air Quality Conformity for the financially constrained element of the Visualize 2045 Long Range Plan for the National Capital Region and approved by the Transportation Planning Board on October 17, 2018.
- The Project is in Prince William County and the Board of County Supervisors endorsed the final design of the Project at their regular meeting on July 14, 2020. The County Director of Transportation endorsed the changes in limited access control in a letter dated August 24, 2020.

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)

Prince William County

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- The VDOT Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended that, pursuant to §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) continue to be designated as a limited access control area with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access lines and right of way previously approved by the CTB's predecessor, the State Highway Commission, on April 17, 1980.

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

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with this resolution, and the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: A hybrid in-person/virtual meeting held concurrently at the County Board of Supervisor's regular meeting on July 14, 2020, which was broadcast on local television channels. Only one (1) citizen signed the sign-in sheet. There were four (4) written comments and one (1) oral comment received for the record. One (1) supported the project as proposed and presented, two (2) supported the project with modifications/questions and two (2) opposed the project as a whole.

MOTION: CANDLAND

**July 14, 2020
Regular Meeting
Res. No. 20-506**

SECOND: LAWSON

**RE: ENDORSE THE FINAL DESIGN OF THE PRINCE WILLIAM PARKWAY
INTERCHANGE AT REALIGNED BALLS FORD ROAD PROJECT – BRENTSVILLE AND
GAINESVILLE MAGISTERIAL DISTRICTS**

ACTION: APPROVED

WHEREAS, the scope of the Prince William Parkway Interchange at Realigned Balls Ford Road Project includes a new Diverging Diamond Interchange (DDI) at Route 234 (Prince William Parkway) and relocated Route 621 (Balls Ford Road) (Project). The Project also includes a bridge crossing the existing Norfolk Southern Railroad. In addition, the Project will construct a relocated Balls Ford Road as a new four-lane facility with a raised median between Devlin Road and Doane Drive; and

WHEREAS, this Project will introduce a new interchange at Prince William Parkway, a roadway that is currently within a limited access right-of-way. Any change and/or break in limited access controls requires the Board of County Supervisors (BOCS) endorsement before it can be considered by the Commonwealth Transportation Board for approval; and

WHEREAS, a County-State agreement was approved by the Board on April 10, 2018, via Resolution Number (Res. No.) 18-220, that granted the County local administration over the Prince William Parkway Interchange at Realigned Balls Ford Road Project and approved \$142,864,000 of state funds for this Project and budgeted and appropriated \$142,864,000 to the Project for completion; and

WHEREAS, a public information meeting was held on April 3, 2019, to present the design and solicit public input; and

WHEREAS, on March 10, 2020, via Res. No. 20-267, the BOCS authorized the award of a Design-Build Contract to Lane Construction Corporation to design and construct the Prince William Parkway Interchange at Realigned Balls Ford Road Project; and

WHEREAS, this Project is supported by \$142,864,000 in state funding, which is adequate to cover the execution of the Project; and

WHEREAS, this Project addresses relieving existing and projected traffic congestion, as well as improving safety at the Balls Ford Road and Prince William Parkway intersection; and

WHEREAS, County staff recommends that the BOCS adopt this resolution endorsing the final design of the Prince William Parkway Interchange at Realigned Balls Ford Road project;

July 14, 2020
Regular Meeting
Res. No. 20-506
Page Two

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors hereby endorses the final design of the Prince William Parkway Interchange at Realigned Balls Ford Road Project in the Brentsville and Gainesville Magisterial Districts.

Votes:

Ayes: Angry, Bailey, Boddye, Candland, Franklin, Lawson, Vega, Wheeler

Nays: None

Absent from Vote: None

Absent from Meeting: None

For Information:

Director of Transportation

County Attorney

ATTEST: _____

Andrea P. Madden

Clerk to the Board

6/20/91

Moved by Mr. Hoeffler, seconded by Mr. Warner,
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in the Stonewall Jackson High School on October 30, 1990, at 7:30 p.m. for the purpose of considering the proposed design of Route 234 (Manassas Bypass) from 0.23 mile north of Interstate Route 66 to 3.91 miles east of Route 28 (Dumfries Road) in Prince William County, State Project 6234-076-112, C-501, C-502, C-503, C-504; Federal Project F-109-1(101); and

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

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

NOW, THEREFORE, BE IT RESOLVED that the major design features of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's Engineers with the following modifications:

- o Permit design and construction of the alternate proposal for the Route 28 interchange and addition of a half cloverleaf approximately one mile north of Route 28 provided all additional costs are borne by others.
- o Approval of Alternative B-II design for the Clover Hill Road Interchange.
- o Shift alignment of Sudley Manor Drive Interchange to avoid a cemetery and reduce utility and right of way impacts.
- o Revision of Brentsville Road Interchange design to minimize right of way requirements.

6/20/91

- o Construct project in phases. Initially, acquire all right of way, build four-lane roadway along the bypass with interchanges at I-66 and Route 28 and at-grade intersections at the remaining interchange sites. The ultimate completion of the interchanges would be subject to development and availability of funding; and

BE IT FURTHER RESOLVED, that this 9.8 mile project be added to the Primary System of Highways; and

BE IT FURTHER RESOLVED, that in the interest of public safety, pedestrian, persons riding bicycles or mopeds, horsedrawn vehicles, self-propelled machinery or equipment, and animals led, ridden, or driven on the hoof be prohibited from using this highway.

Motion carried.

Moved by Mr. Candler, seconded by Mrs. Kincheloe, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Glen Forest Elementary School, Fairfax, Virginia, on October 23, 1990, at 7:30 p.m. for the purpose of considering the proposed location and major design features of Route 7 (Leesburg Pike) from 0.11 mile west of Route 244 to 0.63 mile east of Route 50 in Fairfax, Virginia, State Project 0007-029-117, C-501; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the



August 24, 2020

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

Subject: Board of Supervisors Endorsement of Prince William Parkway at Realigned Balls Ford Road
State Project 6234-076-266, UPC 112815

Dear Ms. Cuervo:

On July 14, 2020, the Prince William Board of County Supervisors endorsed the design plans for the realignment of existing Balls Ford Road, and a diverging diamond interchange (DDI) at Realigned Balls Ford Road (Route 621) and Prince William Parkway (Route 234). The realignment of Balls Ford Road extends from Devlin Road in the west to Doane Drive in the east (approximate length 1.85 miles) and includes a bridge over Norfolk Southern Railroad. The diverging diamond interchange configuration will provide a grade-separated crossing of Realigned Balls Ford Road over Prince William Parkway, with ramp connections to and from northbound and southbound Prince William Parkway. This multi-modal project is intended to reduce congestion, improve safety, enhance traffic operations, and provide facilities for pedestrians and bicyclists. This project includes a change in limited access control. The project is being administered by the Prince William County Department of Transportation using the Design-Build delivery method.

Please call Elnour Adam, our Alternative Delivery Project – Engineering Manager (703-792-8469), if you have any questions or need additional information.

Thank you for your assistance with this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ricardo Canizales", written over a light blue circular stamp.

Ricardo Canizales
Director of Transportation

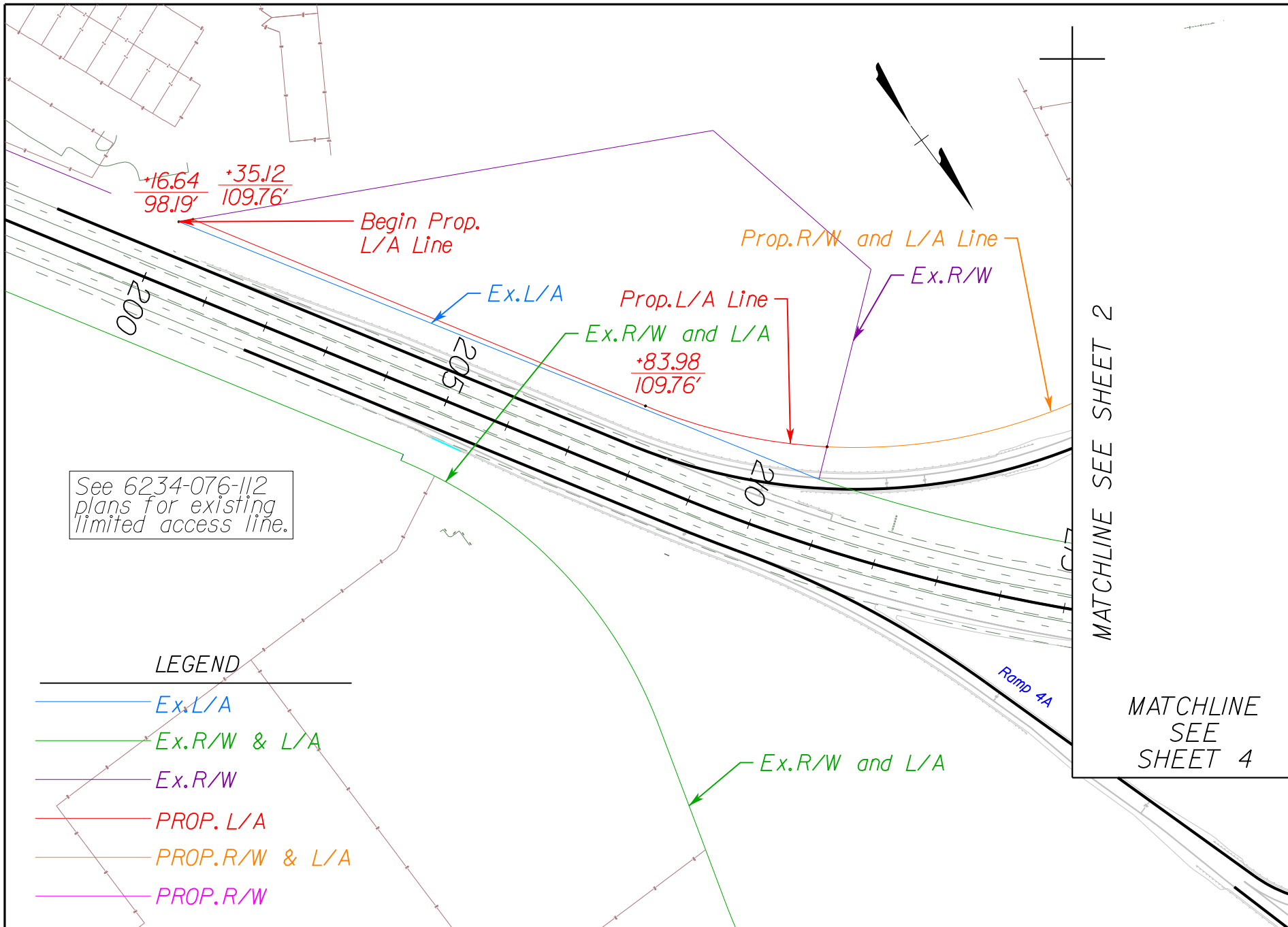
Enclosure: Prince William Board of County Supervisors' Resolution of Endorsement signed by
Clerk of the Board, July 14, 2020



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LANE



LEGEND

- Ex. L/A
- Ex. R/W & L/A
- Ex. R/W
- PROP. L/A
- PROP. R/W & L/A
- PROP. R/W

SCALE



BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

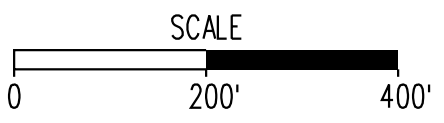
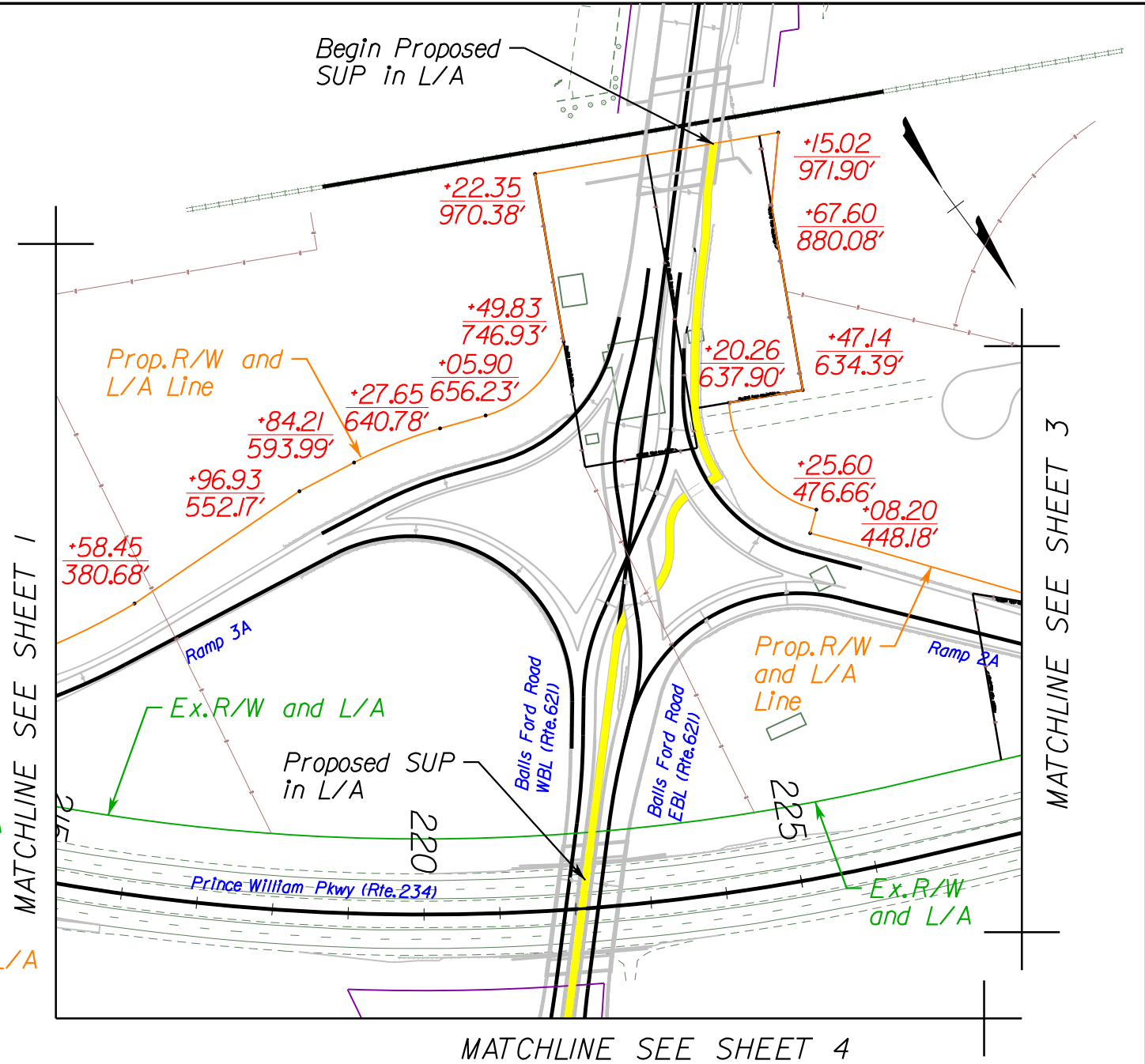
SHEET NO.

1



See 6234-076-112 plans for existing limited access line.

- LEGEND**
- Ex.L/A
 - Ex.R/W & L/A
 - Ex.R/W
 - PROP. L/A
 - PROP.R/W & L/A
 - PROP.R/W
 - PROP.SUP



BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

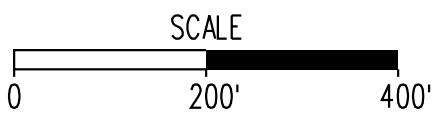
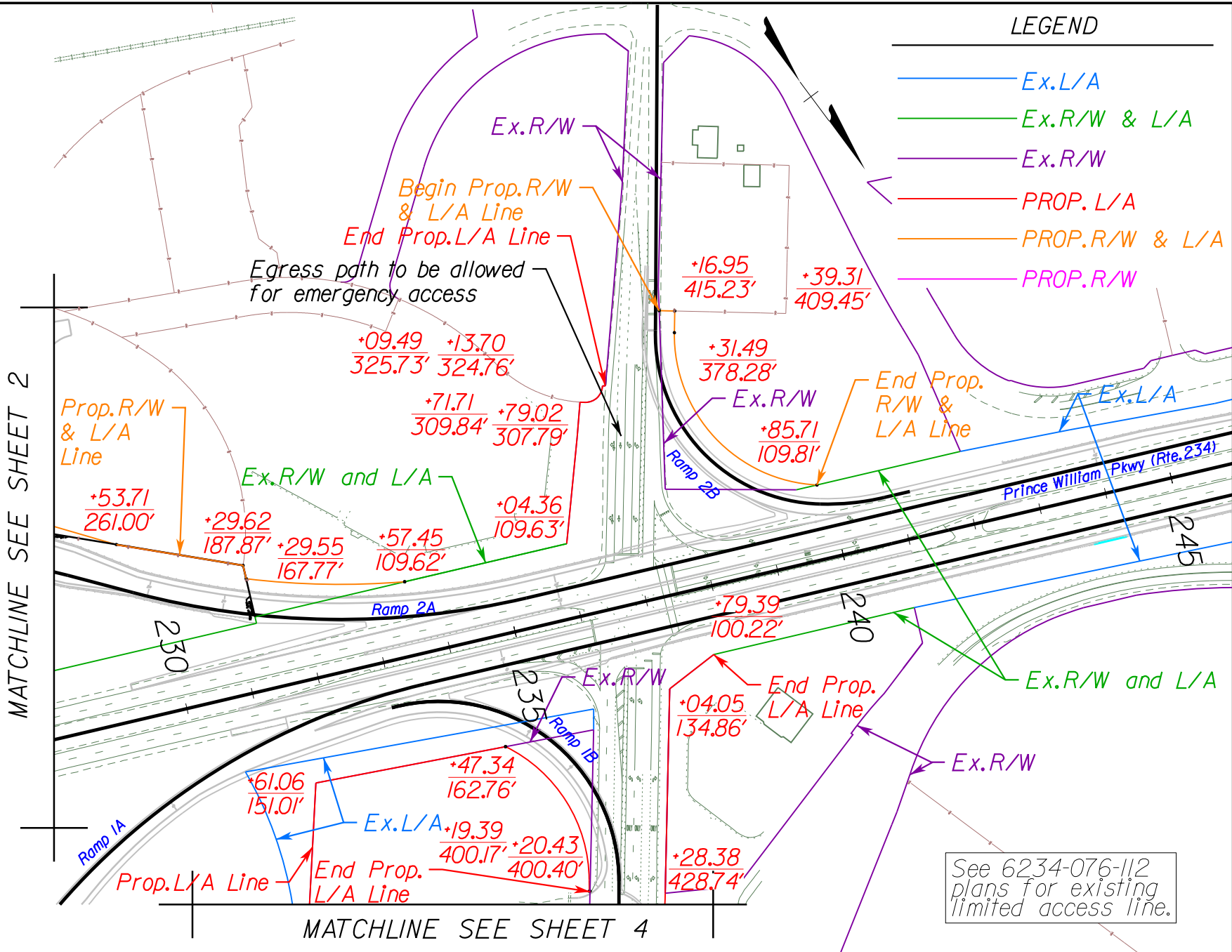
SHEET NO.
2

LEGEND

- Ex.L/A
- Ex.R/W & L/A
- Ex.R/W
- PROP.L/A
- PROP.R/W & L/A
- PROP.R/W

MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 4



BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

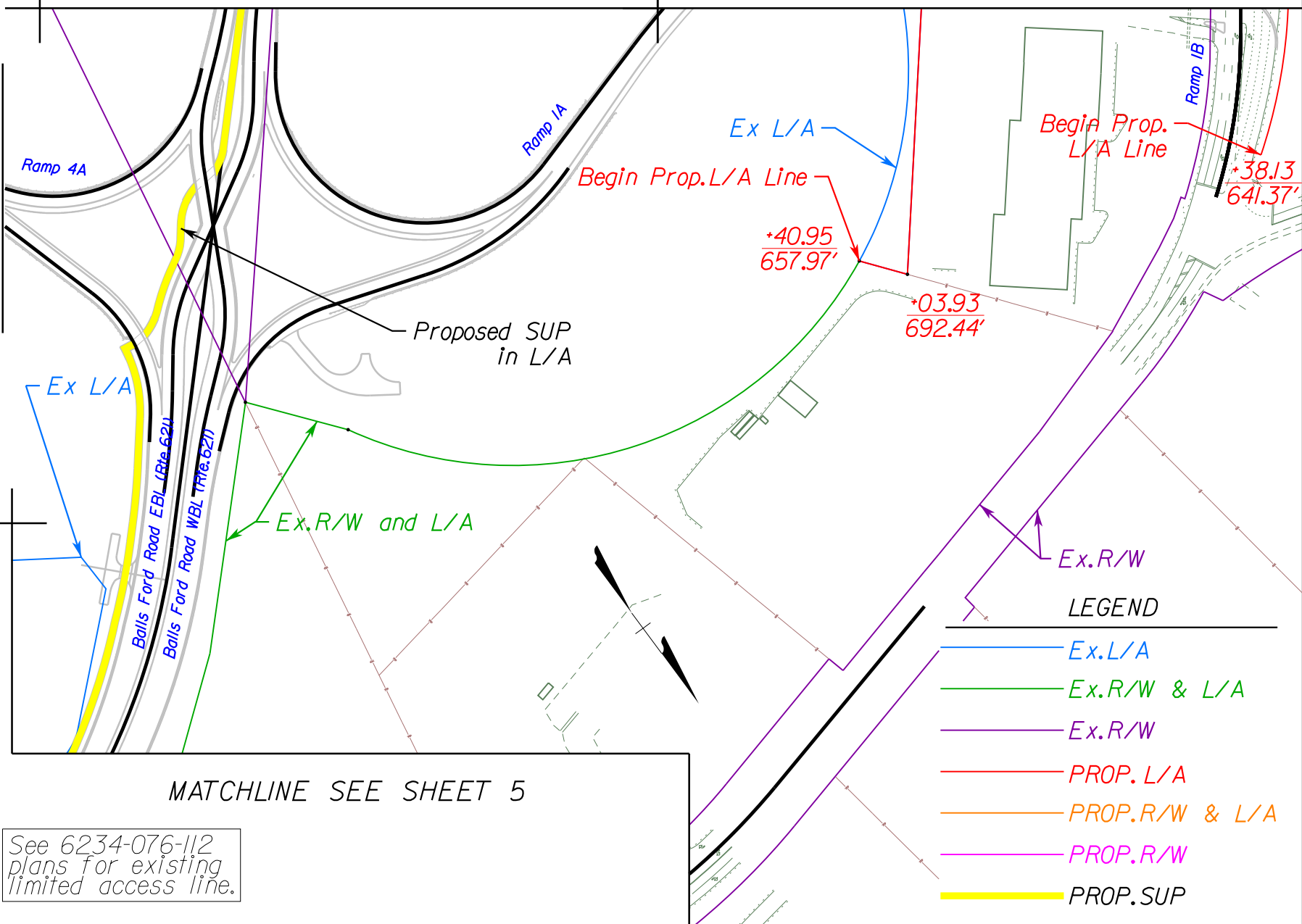
VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

SHEET NO.
3

MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 3

MATCHLINE SEE SHEET 1



MATCHLINE SEE SHEET 5

See 6234-076-112 plans for existing limited access line.

LEGEND

- Ex. L/A
- Ex. R/W & L/A
- Ex. R/W
- PROP. L/A
- PROP. R/W & L/A
- PROP. R/W
- PROP. SUP

SCALE



BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

SHEET NO.

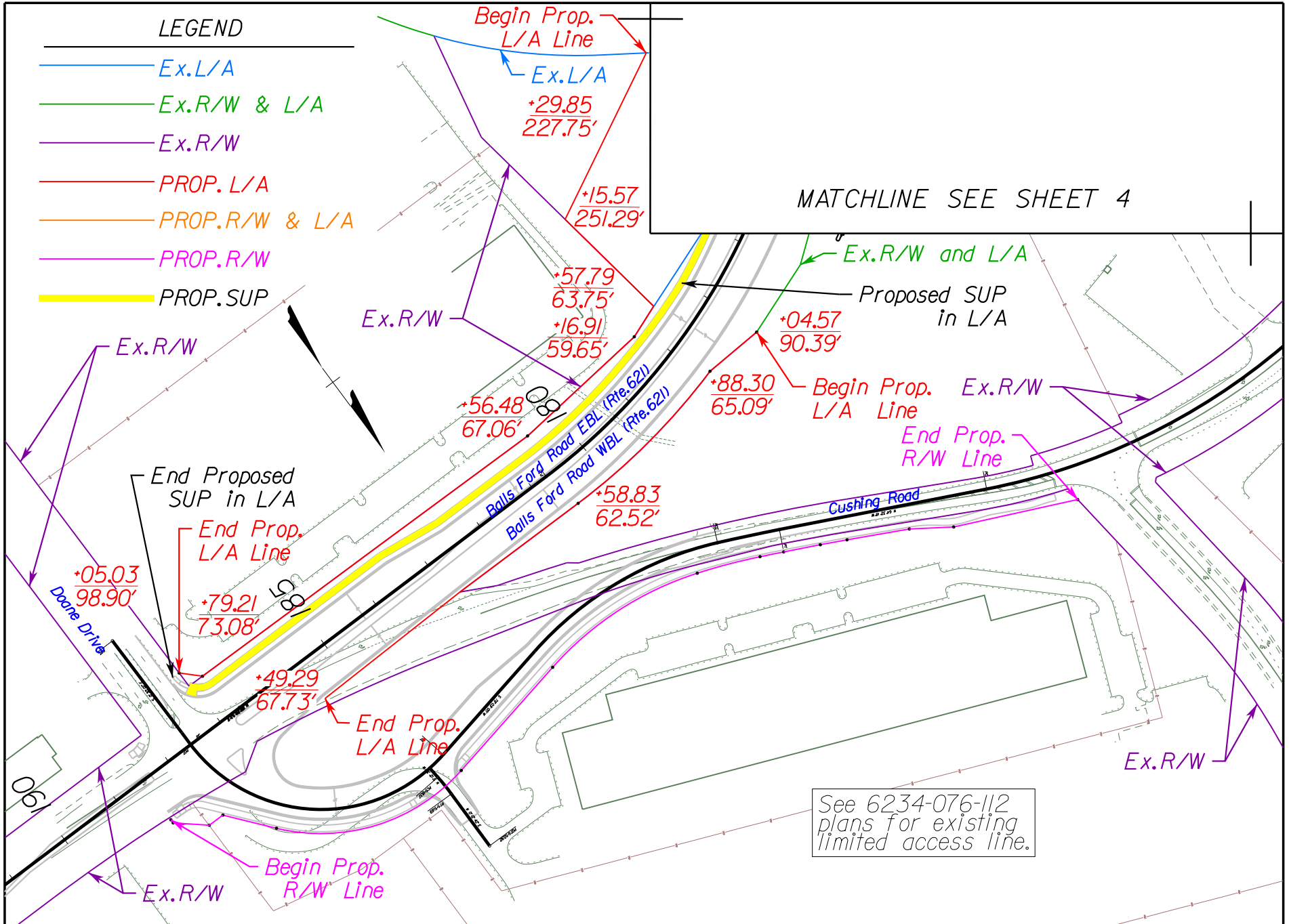
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LEGEND

- Ex.L/A
- Ex.R/W & L/A
- Ex.R/W
- PROP.L/A
- PROP.R/W & L/A
- PROP.R/W
- PROP.SUP

MATCHLINE SEE SHEET 4



SCALE



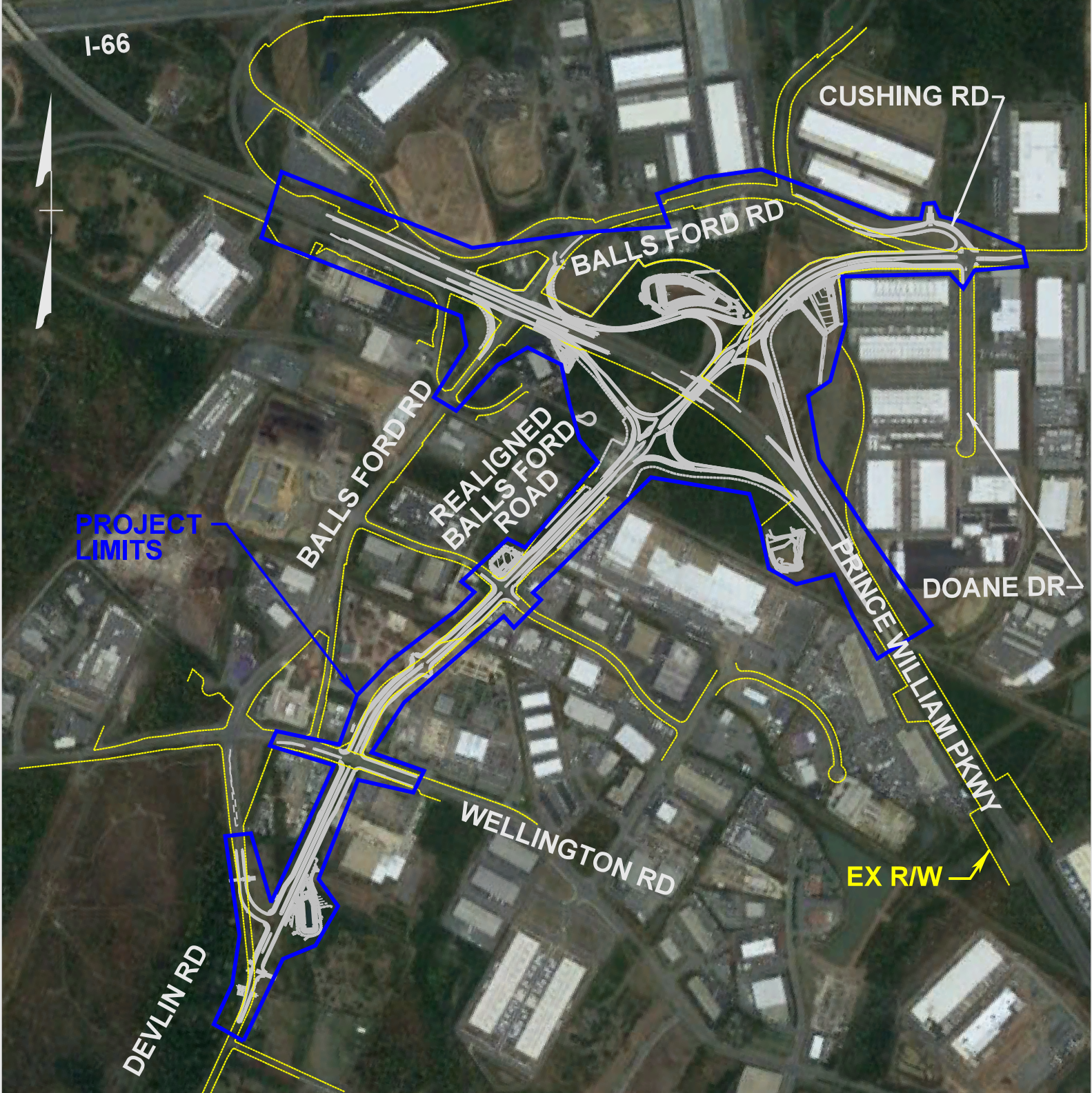
BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

SHEET NO.

5



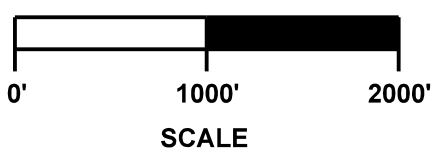


VICINITY MAP

**BALLS FORD INTERCHANGE
DESIGN BUILD PROJECT**

PRINCE WILLIAM COUNTY, VA

**VDOT PROJ. NO. 6234-076-266
PE-101, RW-201, C-501, B-665, B-666**





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

October 1, 2020

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson
The Honorable Mary Hughes Hynes
The Honorable 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 Kasprovicz
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 the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) in Prince William County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 6234-076-266, P101, R201, C501, B665, B666 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Barton A. Thrasher, P.E.
Chief Engineer

Limited Access Control Point Stations and Offset Table
6234-076-266, PE-101, RW-201, C-501, B-665, B-666

Sheet	Station	Offset	Baseline
1	200+16.64	98.19' LT	Rte. 234 CBL
1	200+35.12	109.76' LT	Rte. 234 CBL
1	207+83.98	109.76' LT	Rte. 234 CBL
2	215+58.45	380.68' LT	Rte. 234 CBL
2	217+96.93	552.17' LT	Rte. 234 CBL
2	218+84.21	593.99' LT	Rte. 234 CBL
2	220+27.65	640.78' LT	Rte. 234 CBL
2	221+05.9	656.23' LT	Rte. 234 CBL
2	222+22.35	970.38' LT	Rte. 234 CBL
2	222+49.83	746.93' LT	Rte. 234 CBL
2	225+20.26	637.9' LT	Rte. 234 CBL
2	226+08.2	448.18' LT	Rte. 234 CBL
2	226+25.6	476.66' LT	Rte. 234 CBL
2	226+47.14	634.39' LT	Rte. 234 CBL
2	226+67.60	880.08' LT	Rte. 234 CBL
2	227+15.02	971.90' LT	Rte. 234 CBL
3	229+53.71	261.00' LT	Rte. 234 CBL
3	231+29.55	167.77' LT	Rte. 234 CBL
3	231+29.62	187.87' LT	Rte. 234 CBL
3	231+61.06	151.01' RT	Rte. 234 CBL
3	233+57.45	109.62' LT	Rte. 234 CBL
3	234+47.34	162.76' RT	Rte. 234 CBL
3	235+19.39	400.17' RT	Rte. 234 CBL
3	235+20.43	400.4' RT	Rte. 234 CBL
3	236+04.36	109.63' LT	Rte. 234 CBL
3	236+28.38	428.74' RT	Rte. 234 CBL
3	236+71.71	309.84' LT	Rte. 234 CBL
3	237+04.05	134.86' RT	Rte. 234 CBL
3	237+79.39	100.22' RT	Rte. 234 CBL
3	238+16.95	415.23' RT	Rte. 234 CBL
3	238+31.49	378.28' RT	Rte. 234 CBL
3	238+39.31	409.45' RT	Rte. 234 CBL
3	239+85.71	109.81' RT	Rte. 234 CBL
3	236+79.02	307.79' LT	Rte. 234 CBL
3	237+09.49	325.73' LT	Rte. 234 CBL
3	237+13.70	324.76' LT	Rte. 234 CBL
4	229+40.95	657.97' RT	Rte. 234 CBL
4	230+03.93	692.44' RT	Rte. 234 CBL
4	235+38.13	641.37' RT	Rte. 234 CBL
5	173+29.85	227.75' RT	Balls Ford Rd. CBL
5	177+15.57	251.29' RT	Balls Ford Rd. CBL
5	178+16.91	59.65' RT	Balls Ford Rd. CBL
5	180+56.48	67.06' RT	Balls Ford Rd. CBL
5	186+79.21	73.08' RT	Balls Ford Rd. CBL
5	187+05.03	98.9' RT	Balls Ford Rd. CBL
5	177+04.57	90.39' LT	Balls Ford Rd. CBL
5	177+57.79	63.75' RT	Balls Ford Rd. CBL
5	177+88.30	65.09' LT	Balls Ford Rd. CBL
5	180+58.83	62.52' LT	Balls Ford Rd. CBL
5	185+49.29	67.73' LT	Balls Ford Rd. CBL



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

January 3, 2023

The Honorable W. Sheppard Miller, III
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer DeBruhl
The Honorable Darrell Byers
The Honorable Burwell W. Coleman
The Honorable Tom Fowlkes
The Honorable Mary Hughes Hynes
The Honorable Bert Dodson, Jr.
The Honorable Carlos M. Brown
The Honorable H. Randolph Laird
The Honorable Thomas Lawson
The Honorable Mark H. Merrill
The Honorable E. Scott Kasprovicz
The Honorable Laura Sellers
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) #2 for Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) in Prince William County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 234-076-266, P101, R201, C501, B665, B666, (UPC# 112815) have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Barton A Thrasher
2022.12.15 12:20:36-05'00'

Barton A. Thrasher, P.E.
Chief Engineer



May 20, 2022

Mr. Jeffery Daily
Project Coordinator – Locality Assistance Program
Northern Virginia District Office
4975 Alliance Drive
Fairfax, Virginia 22030

RE: Prince William Parkway Interchange at Realigned Balls Ford Road
State Project No.: 6234-076-266, UPC 112815
County Master Project No.: SPR2020-00383
Limited Access Control Change
Prince William County Concurrence Letter

Dear Mr. Daily,

The Prince William County Department of Transportation (“PWC DOT”) concurs with limited access control change (LACC) as currently proposed in the Prince William Parkway Interchange at Realigned Balls Ford Road Project (“Project”) plan and LACC package being submitted for the Summer/Fall 2022 Commonwealth Transportation Board approval. The Prince William Board of County Supervisors accepted the LACC changes on August 3, 2021, with the Supplemental Design Public Hearing.

Since that time, the Virginia Department of Transportation (“VDOT”) and PWC DOT have continued to coordinate with the Norfolk Southern Railroad Corporation with respect to the proposed roundabout at the intersection of future Hansen Farm Road/Randolph Ridge Road, and determined to remove the roundabout. Prince William County, VDOT and Norfolk Southern Railroad Corporation have all agreed that this was the best course of action for long-term traffic control of the existing roadway/intersection adjacent to a railroad crossing.

As a result of this coordination since August 3, 2021, the property impact on adjacent properties is reduced and brings the limited access control as shown in the exhibits presented in this LACC package. Given the reduced impacts to adjacent parcels, Prince William County fully supports this limited access control change.

Sincerely,

Khattab Shammout

Digitally signed by khattab Shammout
Date: 2022.05.20 14:59:03 -04'00'

Khattab Shammout, P.E., DBIA
Assistant Director for Transportation
Capital Projects Design and Construction

Re: LACC#2 UPC 112815 - ROUTE 234 (PRINCE WILLIAM PARKWAY) INTERCHANGE AT REALIGNED ROUTE 621 (BALLS FORD ROAD)

Rogerson, George <george.rogerson@vdot.virginia.gov>

10:04AM
12/12/22

to Lori, Neil

Thank you.



George T. Rogerson, Jr.

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

On Mon, Dec 12, 2022 at 9:50 AM Snider, Lori <lori.snider@vdot.virginia.gov> wrote:

I approve this LACC from a Right of Way and Utilities standpoint

Thank you,
Lori

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

From: **Hord, Neil** <neil.hord@vdot.virginia.gov>

Date: Mon, Dec 12, 2022, 9:27 AM

Subject: Fwd: LACC#2 UPC 112815 - ROUTE 234 (PRINCE WILLIAM PARKWAY) INTERCHANGE AT REALIGNED ROUTE 621 (BALLS FORD ROAD)

To: Lori Snider <Lori.Snider@vdot.virginia.gov>

Hi Lori,

I have received the attached project related LACC from L&D. I have reviewed the changes and have no concerns or comments. I recommend your approval from a Right of Way and Utilities perspective. If you concur please respond directly to George Rogerson in L&D. Thank you

Neil

Neil M. Hord
Program Manager Property Management
Right of Way & Utilities Division
1401 E. Broad Street, 5th Floor
Richmond, Virginia 23219

Phone: (804) 786-4079
Fax: (804) 786-1706
<http://pmi.vdot.virginia.gov/>

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

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>
Date: Thu, Dec 1, 2022 at 10:46 AM
Subject: Fwd: LACC#2 UPC 112815 - ROUTE 234 (PRINCE WILLIAM PARKWAY)
INTERCHANGE AT REALIGNED ROUTE 621 (BALLS FORD ROAD)
To: Hord, Neil <neil.hord@vdot.virginia.gov>
Cc: David Beardsley <david.beardsley@vdot.virginia.gov>

Neil,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **January 18, 2023 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs. Please reply no later than the **COB December 9, 2022**.

If you have any questions or concerns, please contact me.

Thank you,



George T. Rogerson, Jr.
Policies & Procedures Section Manager
Location & Design Division / Central Office
Virginia Department of Transportation
804-350-1571 (cell)
george.rogerson@vdot.virginia.gov

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

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>
Date: Thu, Dec 1, 2022 at 10:43 AM
Subject: LACC#2 UPC 112815 - ROUTE 234 (PRINCE WILLIAM PARKWAY)
INTERCHANGE AT REALIGNED ROUTE 621 (BALLS FORD ROAD)
To: Jo Maxwell <joanne.maxwell@vdot.virginia.gov>, Michael Garrett <michael.garrett@vdot.virginia.gov>, Ellen Porter <ellen.porter@vdot.virginia.gov>, David Beardsley <david.beardsley@vdot.virginia.gov>, Joseph Koscinski <joseph.koscinski@vdot.virginia.gov>, Daily, Jeffrey <Jeff.Daily@vdot.virginia.gov>

Mike,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **January 18, 2023 CTB Meeting**. Please provide me with comments no later than the **COB December 9, 2022**.

I will remove the language in **red** and **yellow** highlights before finalizing the documents.

1. Decision Brief
2. Resolution
3. Limited Access Line Exhibit
4. Limited Access Control Point Stations and Offsets Table
5. Location Map
6. Original Resolutions (3) - April 17, 1980, June 20, 1991 and October 20, 2020
7. Letter of Support from Prince William County
8. Central Office R/W Approval Email (**Forthcoming**)
9. FHWA Approval (**NA**)

Thank you for your review and comments.



George T. Rogerson, Jr.

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

6/20/91

Moved by Mr. Hoeffler, seconded by Mr. Warner,
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in the Stonewall Jackson High School on October 30, 1990, at 7:30 p.m. for the purpose of considering the proposed design of Route 234 (Manassas Bypass) from 0.23 mile north of Interstate Route 66 to 3.91 miles east of Route 28 (Dumfries Road) in Prince William County, State Project 6234-076-112, C-501, C-502, C-503, C-504; Federal Project F-109-1(101); and

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

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

NOW, THEREFORE, BE IT RESOLVED that the major design features of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's Engineers with the following modifications:

- o Permit design and construction of the alternate proposal for the Route 28 interchange and addition of a half cloverleaf approximately one mile north of Route 28 provided all additional costs are borne by others.
- o Approval of Alternative B-II design for the Clover Hill Road Interchange.
- o Shift alignment of Sudley Manor Drive Interchange to avoid a cemetery and reduce utility and right of way impacts.
- o Revision of Brentsville Road Interchange design to minimize right of way requirements.

6/20/91

- o Construct project in phases. Initially, acquire all right of way, build four-lane roadway along the bypass with interchanges at I-66 and Route 28 and at-grade intersections at the remaining interchange sites. The ultimate completion of the interchanges would be subject to development and availability of funding; and

BE IT FURTHER RESOLVED, that this 9.8 mile project be added to the Primary System of Highways; and

BE IT FURTHER RESOLVED, that in the interest of public safety, pedestrian, persons riding bicycles or mopeds, horsedrawn vehicles, self-propelled machinery or equipment, and animals led, ridden, or driven on the hoof be prohibited from using this highway.

Motion carried.

Moved by Mr. Candler, seconded by Mrs. Kincheloe, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Glen Forest Elementary School, Fairfax, Virginia, on October 23, 1990, at 7:30 p.m. for the purpose of considering the proposed location and major design features of Route 7 (Leesburg Pike) from 0.11 mile west of Route 244 to 0.63 mile east of Route 50 in Fairfax, Virginia, State Project 0007-029-117, C-501; and

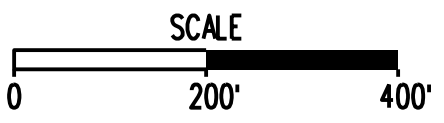
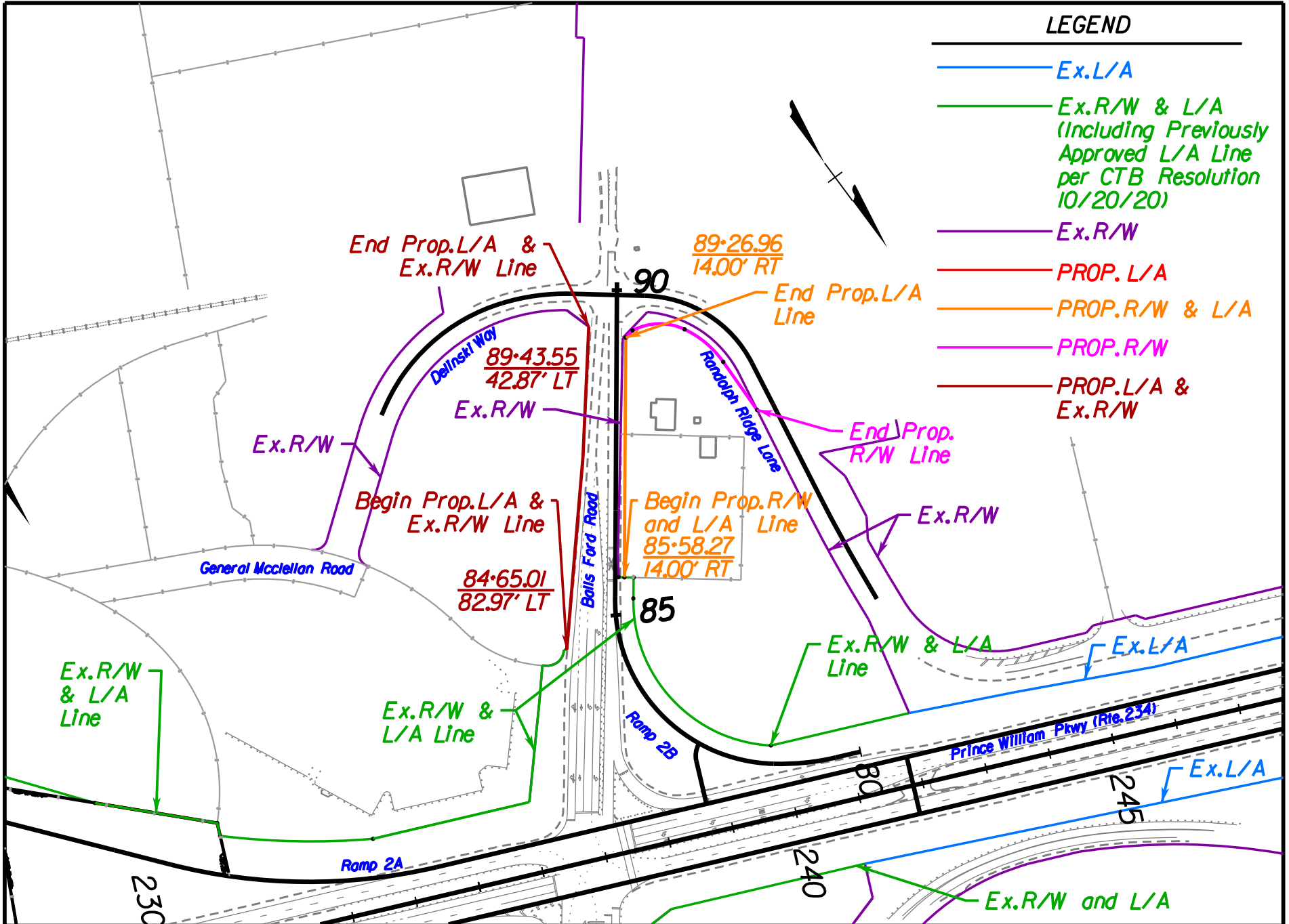
WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

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

NOW, THEREFORE, BE IT RESOLVED that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the

LEGEND

- Ex.L/A
- Ex.R/W & L/A
(Including Previously Approved L/A Line per CTB Resolution 10/20/20)
- Ex.R/W
- PROP. L/A
- PROP.R/W & L/A
- PROP.R/W
- PROP.L/A & Ex.R/W



**BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT**

VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

SHEET NO.
1

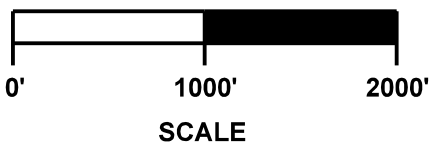


VICINITY MAP

**BALLS FORD INTERCHANGE
DESIGN BUILD PROJECT**

PRINCE WILLIAM COUNTY, VA

**VDOT PROJ. NO. 6234-076-266
PE-101, RW-201, C-501, B-665, B-666**





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes (LACCs) for the Southeastern Public Service Authority Eastbound Flyover Ramp City of Suffolk

WHEREAS, on December 16, 1971, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated Route 13/58/460 from 2.962 miles west of the West Corporate Limits of Chesapeake to 1.637 miles east of the Nansemond County Line in Nansemond County and the City of Chesapeake, to be a Limited Access Highway in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended; and

WHEREAS, State Highway Project 0058-133-459, P101, R201, C501, B616 (UPC# 118375) will replace the at-grade crossing on Route 58/460/13 with a flyover ramp for the eastbound traffic entering the Southeastern Public Service Authority Regional Landfill (the "Project"); and

WHEREAS, the construction of flyover ramp requires an outward shift of the limited access line on the westbound side and an adjustment in the limited access end points at the existing limited access break at Bob Foeller Drive and Route 58/460/13 as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, the Virginia Department of Transportation (VDOT) posted Notices of Willingness for Public Comment (“Willingness”) on October 22, 2022, and October 27, 2022, in *The Virginia-Pilot* and on October 23, 2022, and October 30, 2022 in the *Suffolk News Herald* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on November 16, 2022, with no comments or other input from the public; and

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

WHEREAS, VDOT’s Hampton Roads District Office has reviewed and approved the traffic analysis report on November 28, 2022, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, a State Environmental Review Process was completed for the Project, which did not require a National Environmental Policy Act document as it was not federally funded; and

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

WHEREAS, the Project is in the City of Suffolk and the proposed LACCs are supported by a letter from the City’s Director of Public Works dated November 28, 2022 (attached); and

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

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

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Southeastern Public Service Authority Eastbound Flyover Ramp
City of Suffolk
January 17, 2023
Page 3 of 3

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

NOW, THEREFORE, BE IT RESOLVED, in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that Route 58/460/13 continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

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

#####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Southeastern Public Service Authority Eastbound Flyover Ramp
Project 0058-133-459, P101, R201, C501, B616
UPC# 118375
City of Suffolk

Issues: The area designated as limited access previously approved for the Route 13/58/460 needs to be modified to accommodate the flyover ramp for the eastbound traffic entering the Southeastern Public Service Authority (SPSA) Regional Landfill. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for Route 13/58/460 was previously established on December 16, 1971, by the State Highway Commission, predecessor to the CTB in accordance with then Article 4, Chapter 1, Title 33.1, Section 33.1-34 of the 1950 *Code of Virginia*, as amended.
- State Highway Project 0058-133-459, P101, R201, C501, B616 (UPC# 118375) will replace the at-grade crossing on Route 58/460/13 with a flyover ramp for the eastbound traffic entering the SPSA Regional Landfill (the “Project”).
- These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- The Virginia Department of Transportation (VDOT) posted Notices of Willingness for Public Comment (“Willingness”) on October 22, 2022, and October 27, 2022, in *The Virginia-Pilot* and on October 23, 2022, and October 30, 2022, in the *Suffolk News Herald* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on November 16, 2022, with no comments or other input from the public.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- VDOT’s Hampton Roads District Office has reviewed and approved the traffic analysis report on November 28, 2022, and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- A State Environmental Review Process was completed for the Project, which did not require a National Environmental Policy Act document as it was not federally funded.
- The Project is located within an attainment area for all of the National Ambient Air Quality Standards, and will not have an adverse impact on air quality.

- The Project is in the City of Suffolk and the proposed LACCs are supported by a letter from the City's Director of Public Works dated November 28, 2022 (attached).
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with § 33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that Route 58/460/13 continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on December 16, 1971.

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

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and implement the described LACCs, and the Route 13/58/460 Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: The Willingness expired on November 16, 2022, with no comments or other input from the public.

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
December 16, 1971

Moved by Mr. Duckworth, seconded by Mr. Glass,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a Location and Design Public Hearing was held in the Virginia Department of Highways Suffolk District Office Auditorium, Suffolk, Virginia, on May 5, 1971, at 2:00 p.m., for the purpose of considering the proposed location and design of Route 13, 58 and 460 from 2.962 miles west of the West Corporate Limits of Chesapeake to 1.637 miles east of the Nansemond County Line in Nansemond County and the City of Chesapeake, State Projects 6013-061-105, C-501; 6013-131-101, C-501, 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

WHEREAS, as a result of information received at said hearing, certain changes in the service roads have been made,

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's Engineers, with modifications in the service roads to provide better access to adjacent properties and better circulation of traffic.

BE IT FURTHER RESOLVED, that these projects, as described above, be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended.

MOTION CARRIED



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

January 3, 2023

The Honorable W. Sheppard Miller, III
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer DeBruhl
The Honorable Darrell Byers
The Honorable Burwell W. Coleman
The Honorable Tom Fowlkes
The Honorable Mary Hughes Hynes
The Honorable Bert Dodson, Jr.
The Honorable Carlos M. Brown
The Honorable H. Randolph Laird
The Honorable Thomas Lawson
The Honorable Mark H. Merrill
The Honorable E. Scott Kasprovicz
The Honorable Laura Sellers
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the Southeastern Public Service Authority (SPSA) Eastbound Flyover Ramp in the City of Suffolk.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0058-133-459, P101, R201, C501, B616 (UPC# 118375) have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Barton A Thrasher
2022.12.20 11:51:01-05'00'

Barton A. Thrasher, P.E.
Chief Engineer



CITY OF SUFFOLK

P.O. BOX 1858, SUFFOLK, VA 23439-1858 PH: (757) 514-4355/FAX: (757) 514-7727

Department of Public Works
Administration

November 28, 2022

Ms. Claudia Walsh, P.E.
c/o VA Dept. of Transportation
7511 Burbage Dr.
Suffolk, VA 23435

Dear Ms. Walsh:

The City of Suffolk is in full support of the design, construction and the associated limited access control changes of the new SPSA flyover ramp from eastbound Route 13/58/460 (State Project # 0058-133-459 and UPC# 118375) and associated improvements.

Sincerely,

Robert E. Lewis, P.E., F.ITE
Director of Public Works

REL:sma

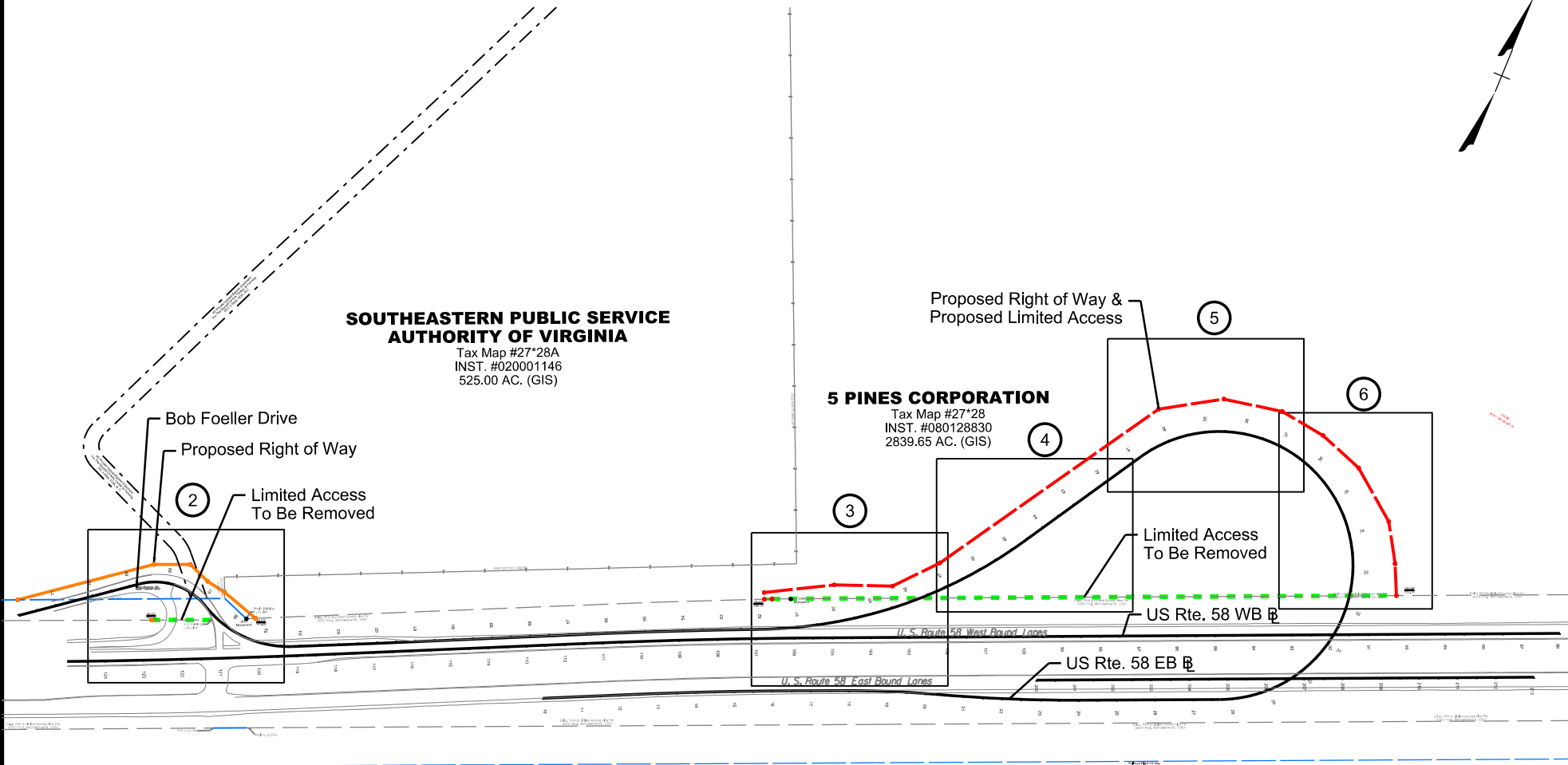


**SOUTHEASTERN PUBLIC SERVICE
AUTHORITY OF VIRGINIA**





Tax Map #27*28A
INST. #020001146
525.00 AC. (GIS)

5 PINES CORPORATION

Tax Map #27*28
INST. #080128830
2839.65 AC. (GIS)



LEGEND:

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

SCALE



**SPSA Interchange Improvements
(EB Flyover Ramp)**
Modification in Limited Access
Suffolk, Virginia

UPC 118375	PROJECT 0058-133-459 P101, R201, C501, B616	SHEET NO. 1 of 7
---------------	---	---------------------

LEGEND:

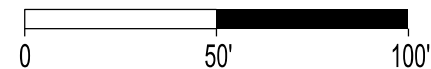
- Proposed Right of Way
- - - Existing Right of Way
- - - Remove Existing Limited Access

**SOUTHEASTERN PUBLIC SERVICE
AUTHORITY OF VIRGINIA**

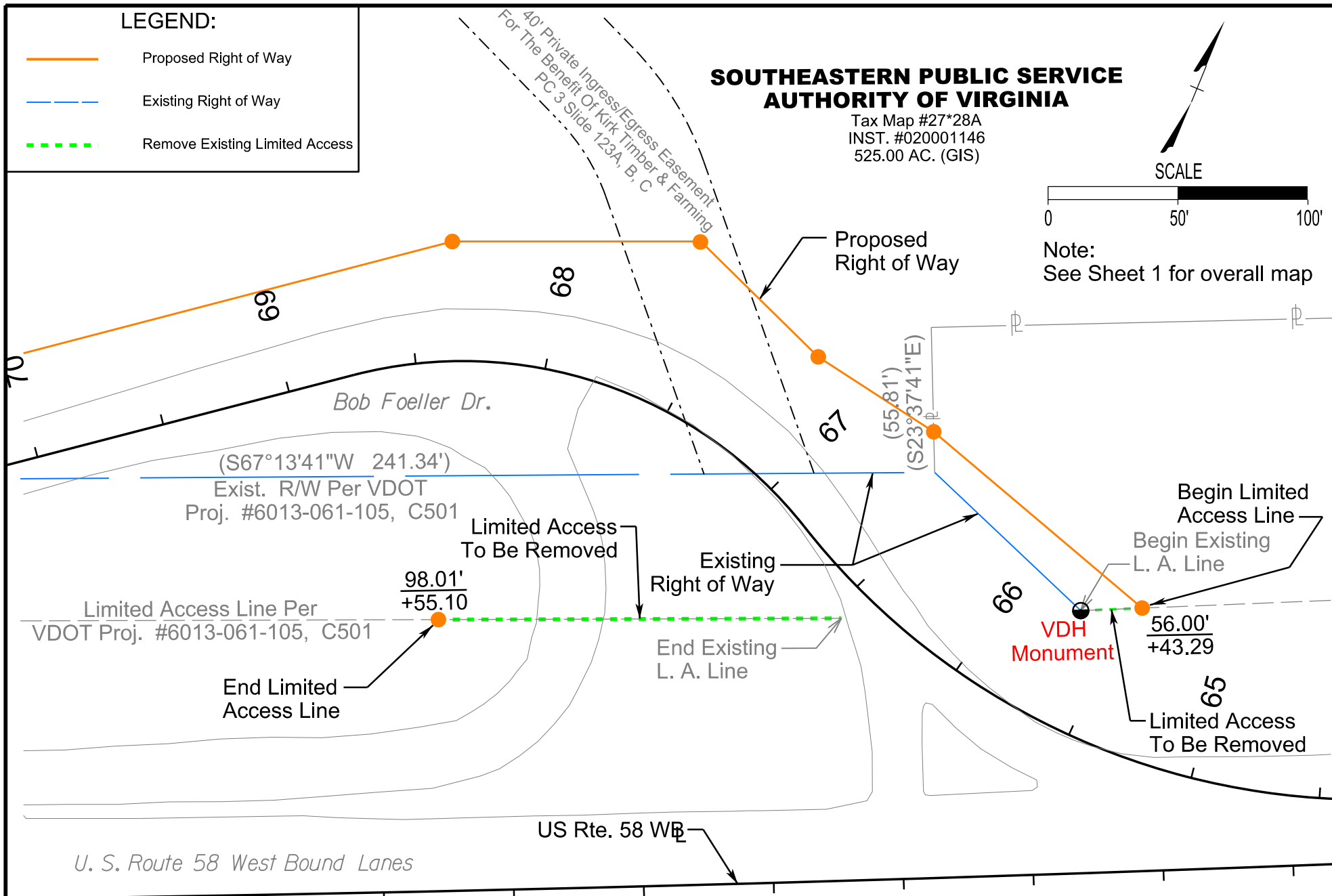
Tax Map #27*28A
INST. #020001146
525.00 AC. (GIS)



SCALE



Note:
See Sheet 1 for overall map



**SPSA Interchange Improvements
(EB Flyover Ramp)**
Modification in Limited Access
Suffolk, Virginia

UPC 118375	PROJECT 0058-133-459 P101, R201, C501, B616	SHEET NO. 2 of 7
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**SOUTHEASTERN
PUBLIC SERVICE
AUTHORITY
OF VIRGINIA**

Tax Map #27*28A
INST. #020001146
525.00 AC. (GIS)

5 PINES CORPORATION

Tax Map #27*28
INST. #0080128830
2839.65 AC. (GIS)



Proposed Right of Way
and Limited Access

Limited Access
To Be Removed

(S 67°26' W 2,111.8' - Centerline Of Easement To Property Corner)

Limited Access Line Per
VDOT Proj. #6013-061-105, C501

VDH
Monument

78.52'
+86.00

52

Begin Proposed Right of Way
and Limited Access

51

50

49

48

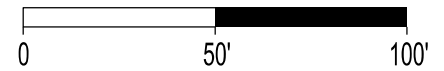
Matchline
Sta. 47+00

See Sheet 4

U. S. Route 58 West Bound Lanes

Note:
See Sheet 1 for overall map

SCALE



LEGEND:

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

**SPSA Interchange Improvements
(EB Flyover Ramp)**

Modification in Limited Access
Suffolk, Virginia

UPC 118375	PROJECT 0058-133-459 P101, R201, C501, B616	SHEET NO. 3 of 7
---------------	---	---------------------

LEGEND:

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

5 PINES CORPORATION

Tax Map #27*28
INST. #0080128830
2839.65 AC. (GIS)

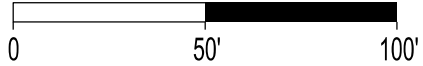
Proposed Right of Way and Limited Access

Limited Access To Be Removed

Exist. R/W & Limited Access Line Per
VDOT Proj. #6013-061-105, C501

Note:
See Sheet 1 for overall map

SCALE

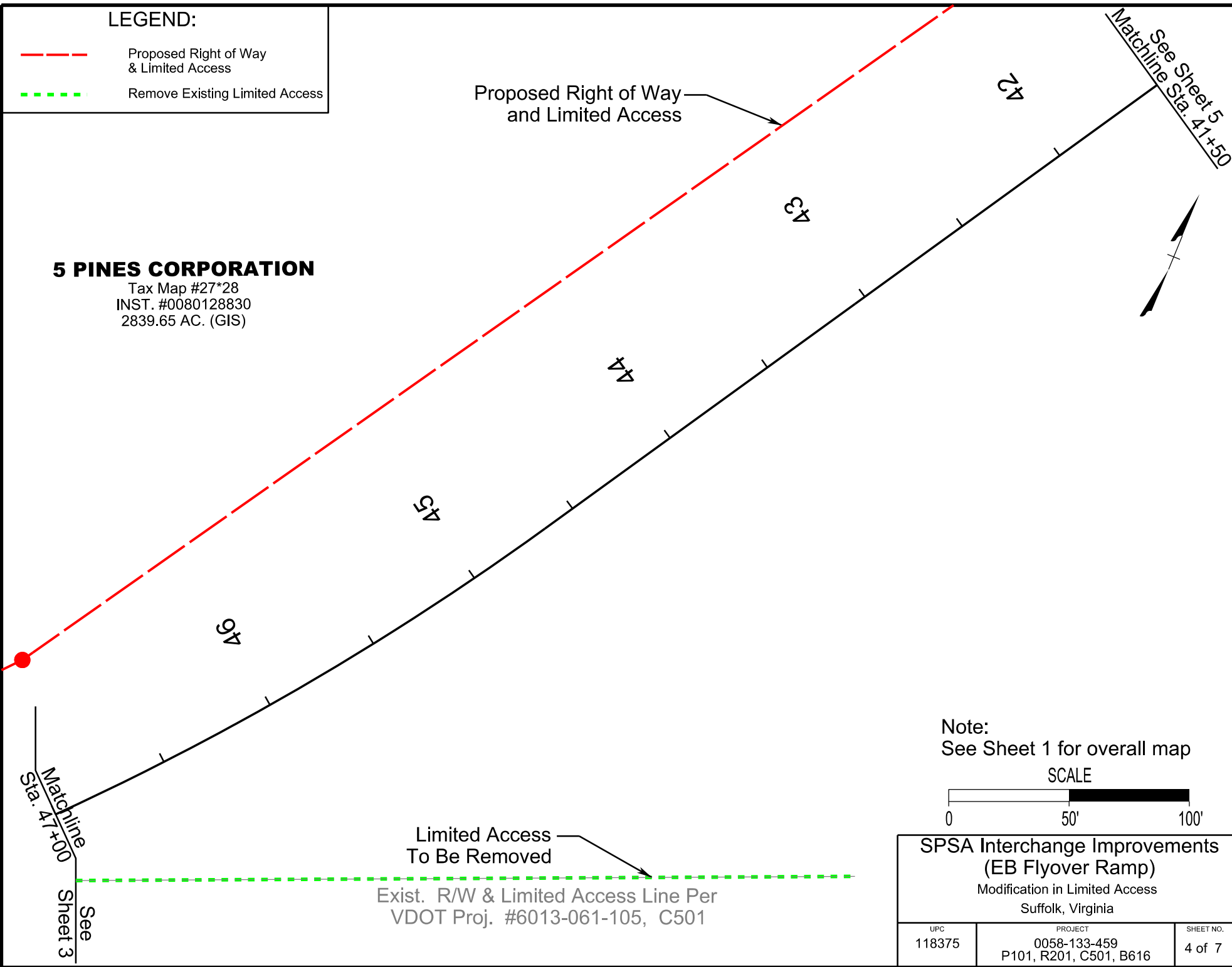


**SPSA Interchange Improvements
(EB Flyover Ramp)**
Modification in Limited Access
Suffolk, Virginia

UPC 118375	PROJECT 0058-133-459 P101, R201, C501, B616	SHEET NO. 4 of 7
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Matchline
Sta. 41+00
See
Sheet 3

Matchline
See Sheet 5
Sta. 41+50



LEGEND:

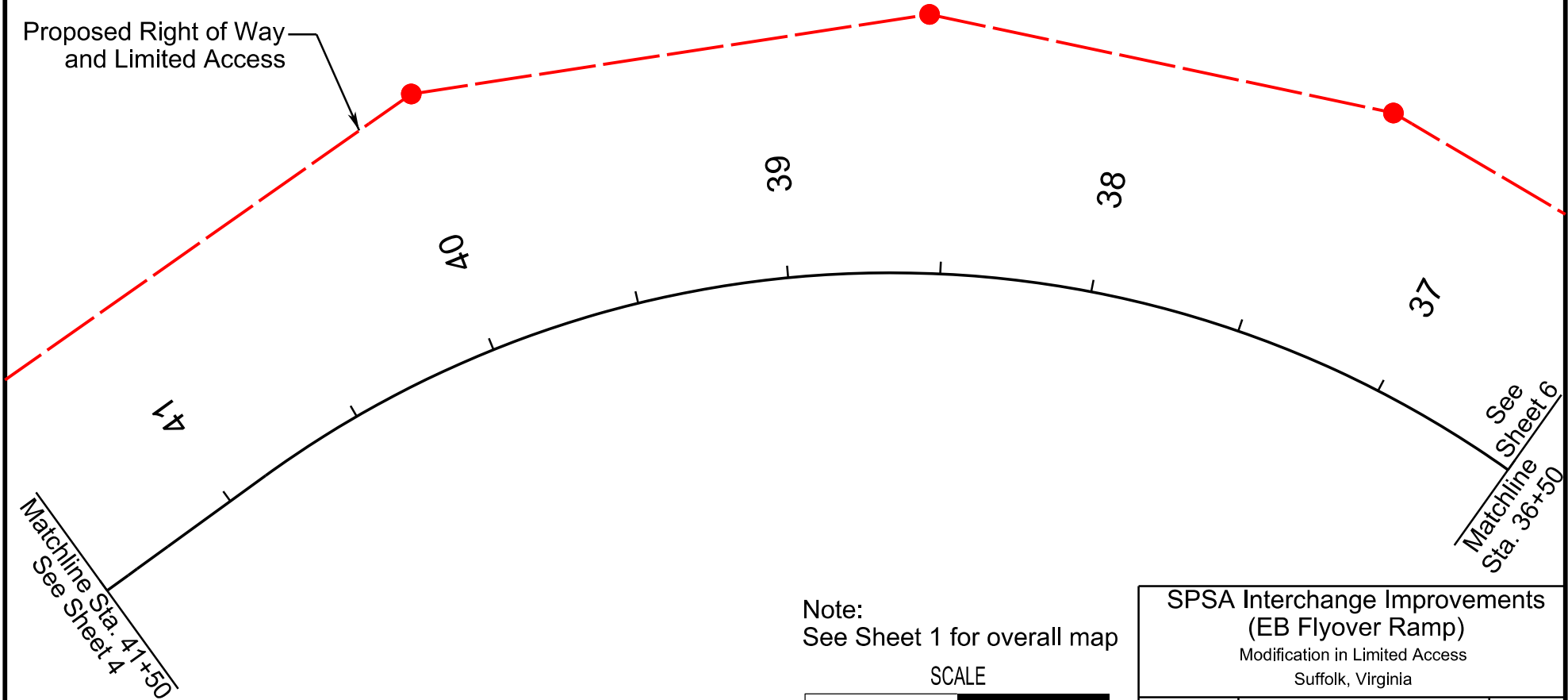
 Proposed Right of Way
& Limited Access



5 PINES CORPORATION

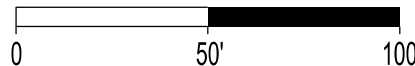
Tax Map #27*28
INST. #0080128830
2839.65 AC. (GIS)

Proposed Right of Way
and Limited Access



Note:
See Sheet 1 for overall map



SCALE



**SPSA Interchange Improvements
(EB Flyover Ramp)**
Modification in Limited Access
Suffolk, Virginia

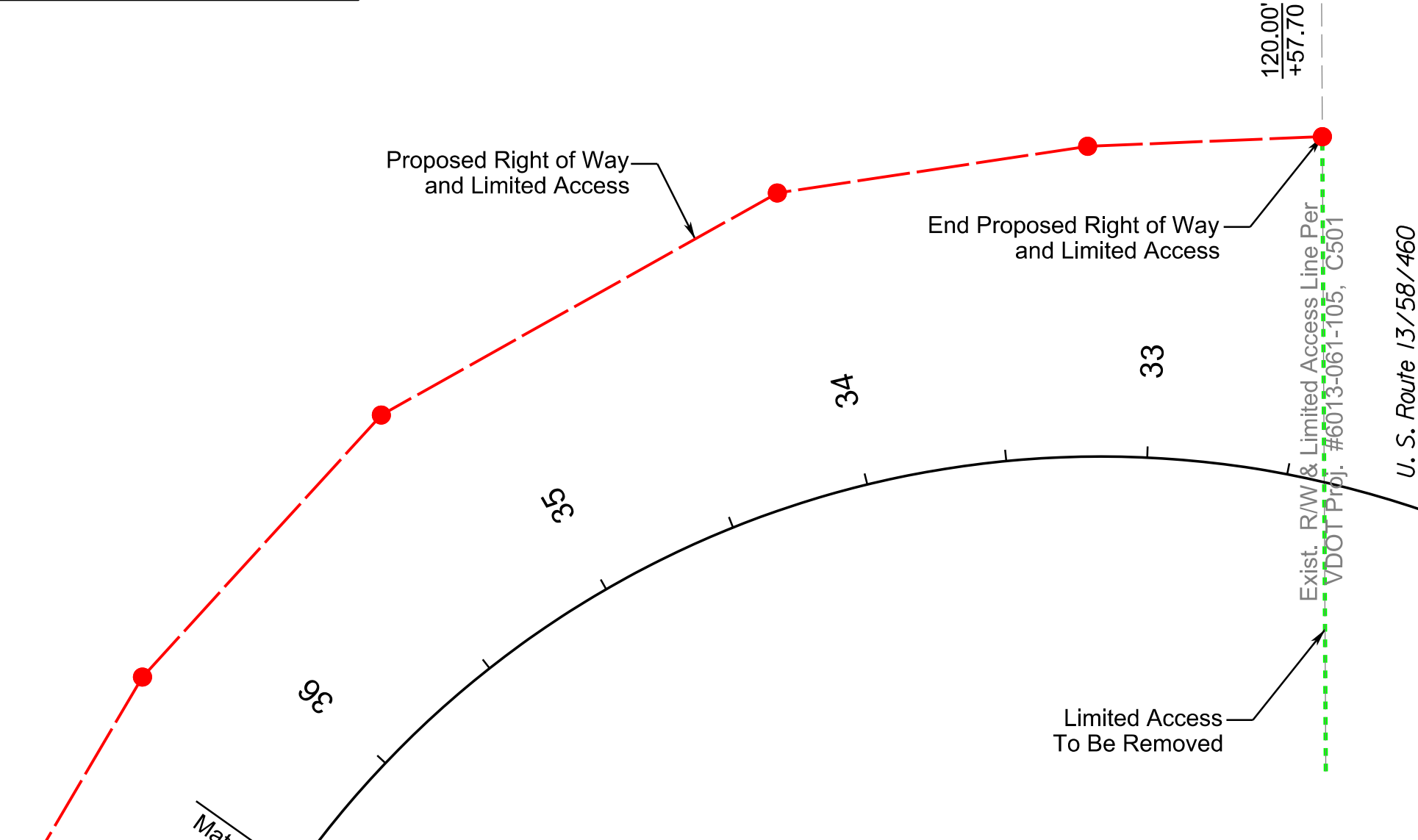
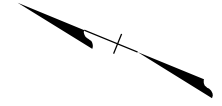
UPC	PROJECT	SHEET NO.
118375	0058-133-459 P101, R201, C501, B616	5 of 7

LEGEND:

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

5 PINES CORPORATION

Tax Map #27*28
INST. #0080128830
2839.65 AC. (GIS)



Proposed Right of Way
and Limited Access

End Proposed Right of Way
and Limited Access

Limited Access
To Be Removed

Matchline Sta. 36+50
See Sheet 5

Note:
See Sheet 1 for overall map

SCALE



**SPSA Interchange Improvements
(EB Flyover Ramp)**
Modification in Limited Access
Suffolk, Virginia

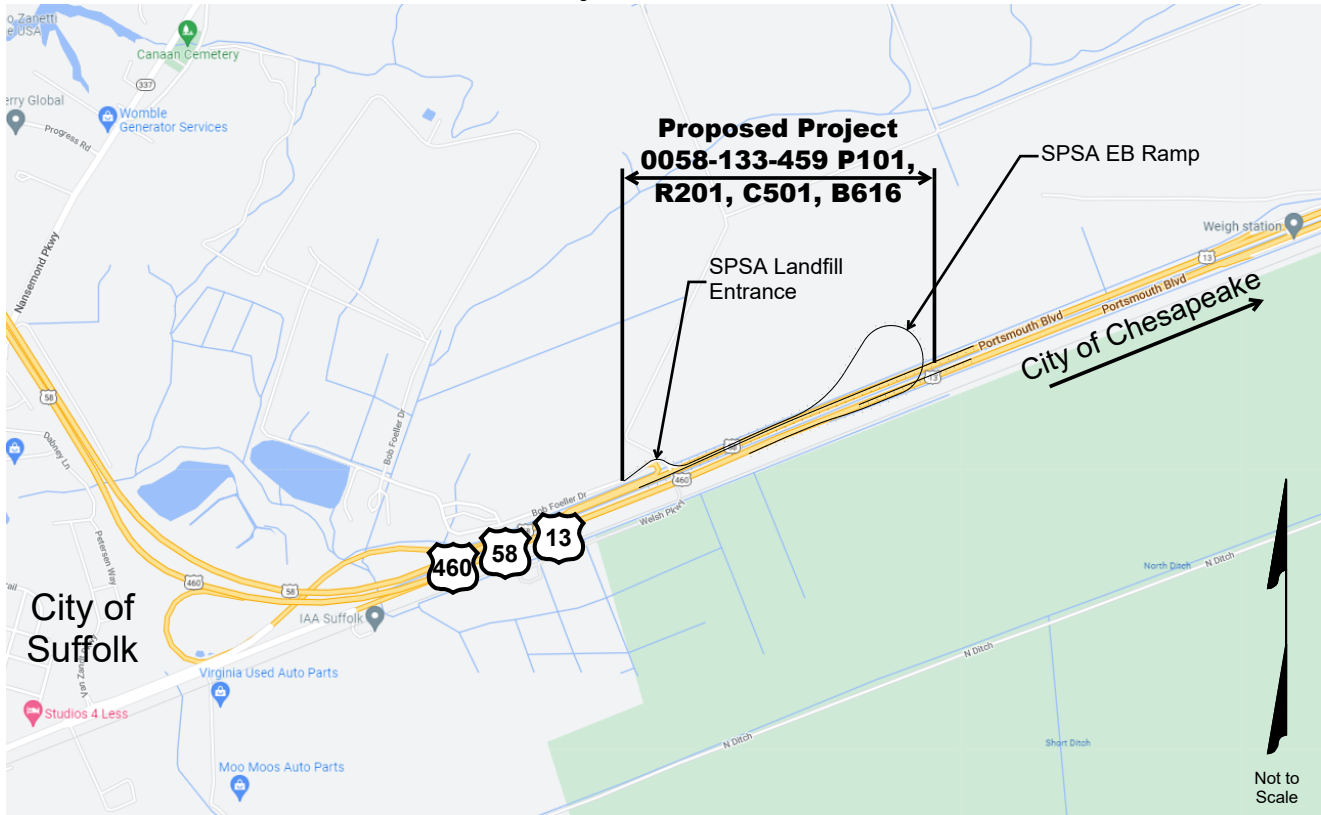
UPC 118375	PROJECT 0058-133-459 P101, R201, C501, B616	SHEET NO. 6 of 7
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STATIONS AND OFFSETS POINT TABLE			
Sheet	Station	Offset	Direction from B.L.
2	68+55.10	98.01'	Left
2	65+43.29	56.00'	Right
3	51+86.00	78.52'	Right
6	32+57.00	120.00'	Right

SPSA Interchange Improvements (EB Flyover Ramp) Modification in Limited Access Suffolk, Virginia		
<small>UPC</small> 118375	<small>PROJECT</small> 0058-133-459 P101, R201, C501, B616	<small>SHEET NO.</small> 7 of 7

LOCATION MAP

SPSA Interchange Improvements
State Project #: 0058-133-459, P101, R201, C501, B616
UPC #: 118375
FROM: 2.536 Miles West of Suffolk City Limits
TO: 0.429 Miles East of US 13/58/460 Bypass
Length: 1.12 miles





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Recreational Access to Herman Road Lake Gaston Day Use Site
Project RECR-012-800 – Brunswick County**

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

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

WHEREAS, the Brunswick County Board of Supervisors has, by appropriate resolution, requested Recreational Access funds to provide roadway access to adequately serve recreational facilities located off of Hendricks Mill Road (Virginia State Route 903) and said roadway access is estimated to cost \$450,000; and

WHEREAS, this request has been considered by the Director of DCR and has been found to comply with the provisions of § 33.2-1510 of the *Code of Virginia* and has designated the site a public recreation area.

Resolution of the Board

Recreational Access – Herman Road Lake Gaston Day Use Site – Brunswick County

January 17, 2023

Page 2 of 2

NOW, THEREFORE, BE IT RESOLVED, that from the Recreational Access Fund, up to \$350,000 be allocated to construct the access road to Herman Road Lake Gaston Day Use Site, Project RECR-012-800, contingent upon:

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

#####

CTB Decision Brief

Recreational Access – Brunswick County Herman Road Lake Gaston Day Use Site

Issue: Pursuant to § 33.2-1510 of the *Code of Virginia*, the Brunswick County Board of Supervisors has requested funds from the Recreational Access Program to provide adequate roadway access to facilities within the new Herman Road Lake Gaston Day Use Site.

Facts: Section 33.2-1510 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall expend from funds set aside for the construction of access roads and bikeways to public recreational areas and historical sites. CTB Policy requires that the locality provide all rights of way, utility adjustments, and environmental assessments and remediation at no cost to the Commonwealth. Further, this section of the *Code of Virginia* grants the CTB the authority to construct access roads and bikeways to public recreational areas and historical sites when the governing body of the locality in which the access road is to be provided passes a resolution requesting the road and when the Director of the Department of Conservation and Recreation (DCR) has designated the public recreational area as such and recommends to the CTB that an access road be provided to that area.

Herman Road Lake Gaston Day Use Site will be a new 14.6-Acre public park located in Brunswick County, adjacent to Hendricks Mill Road (Virginia State Route 903). This park will be constructed on property owned by Brunswick County, and the park will be operated and maintained by Brunswick County. The proposed road access project will provide access to Phase 1 of the park, where Brunswick County plans to construct a fishing pier, canoe/kayak launch, sheltered picnic area, and a parking area. The new access road will be 0.11-miles long, 24-feet wide, and end at the park's proposed 10-12 vehicle parking area. The Virginia Department of Transportation's (VDOT's) Richmond District and Petersburg Residency staff have concurred with the County's project cost estimate of \$450,000. Brunswick County will administer the design and construction of the proposed road access project, and the road will be added as a portion of the primary state highway system.

VDOT's Local Assistance Division has coordinated with DCR staff to confirm support for the project. The Director of DCR has designated Herman Road Lake Gaston Day Use Site as a public recreational area (attached) and recommends utilization of Recreational Access funds to provide adequate access to the park.

Recommendations: VDOT recommends that Recreational Access Program funding in the amount of \$350,000 for the construction of roadway access be approved, subject to certain contingencies, including \$100,000 in local matching funds.

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

Result, if Approved: The aforementioned allocations will be made and VDOT and Brunswick County will proceed with the recreational access roadway project.

Options: Approve, Deny, or Defer.

CTB Decision Brief

Recreational Access – Herman Road Lake Gaston Day Use Site – Brunswick County

January 17, 2023

Page Two

Public Comments/Reaction: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Recreational Access to Auburn Park
Project RECR-060-877 – Montgomery County

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

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

WHEREAS, the Montgomery County Board of Supervisors has, by appropriate resolution, requested Recreational Access funds to provide roadway access to adequately serve recreational facilities located off of Riner Road (Virginia State Route 8) and said roadway access is estimated to cost \$1,231,495; and

WHEREAS, this request has been considered by the Director of DCR and has been found to comply with the provisions of § 33.2-1510 of the *Code of Virginia* and has designated the site a public recreation area.

NOW, THEREFORE, BE IT RESOLVED, that from the Recreational Access Fund, up to \$350,000 be allocated to construct the access road to Auburn Park, Project RECR-060-877, contingent upon:

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

#####

CTB Decision Brief

Recreational Access – Montgomery County Auburn Park

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

Facts: Section 33.2-1510 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall expend from funds set aside for the construction of access roads and bikeways to public recreational areas and historical sites. CTB Policy requires that the locality provide all rights of way, utility adjustments, and environmental assessments and remediation at no cost to the Commonwealth. Further, this section of the *Code of Virginia* grants the CTB the authority to construct access roads and bikeways to public recreational areas and historical sites when the governing body of the locality in which the access road is to be provided passes a resolution requesting the road and when the Director of the Department of Conservation and Recreation (DCR) has designated the public recreational area as such and recommends to the CTB that an access road be provided to that area.

Auburn Park will be a new 38-Acre public park located in Montgomery County, adjacent to Riner Road (Virginia State Route 8). This park will be constructed on property owned by Montgomery County, and the park will be operated and maintained by Montgomery County. The proposed road access project will provide access up to the first vehicle parking area. Montgomery County plans to construct 4 baseball/softball fields, 2 multi-purpose fields, 2 playgrounds with shade structures, 1 restroom facility, 1 large picnic shelter, and additional amenities within Auburn Park. The new access road will be 0.18-miles long, 24-feet wide, and include new left & right turn lanes on Route 8. The Virginia Department of Transportation's (VDOT's) Salem District staff has concurred with the County's project cost estimate of \$1,231,495. Montgomery County will administer the design and construction of the proposed road access project, and the road will be added as a portion of the primary state highway system.

VDOT's Local Assistance Division has coordinated with DCR staff to confirm support for the project. The Director of DCR has designated Auburn Park as a public recreational area (attached) and recommends utilization of Recreational Access funds to provide adequate access to the park.

Recommendations: VDOT recommends that Recreational Access Program funding in the amount of \$350,000 for the construction of roadway access be approved, subject to certain contingencies, including \$100,000 local matching funds.

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

Result, if Approved: The aforementioned allocations will be made and VDOT and Montgomery County will proceed with the recreational access roadway project.

Options: Approve, Deny, or Defer.

CTB Decision Brief
Recreational Access – Auburn Park – Montgomery County
January 17, 2023
Page Two

Public Comments/Reaction: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Recreational Access to Hoskins Creek Park Project RECR-310-174 – Town of Tappahannock

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

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

WHEREAS, the Essex County Board of Supervisors has, by appropriate resolution, requested Recreational Access funds to provide roadway access to adequately serve recreational facilities located off of Tappahannock Boulevard (Virginia State Route 17) and said roadway access is estimated to cost \$450,000; and

WHEREAS, this request has been considered by the Director of DCR and has been found to comply with the provisions of § 33.2-1510 of the *Code of Virginia* and has designated the site a public recreation area.

NOW, THEREFORE, BE IT RESOLVED, that from the Recreational Access Fund \$350,000 be allocated to construct the access road to Hoskins Creek Park, Project RECR-310-174, contingent upon:

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

#####

CTB Decision Brief

Recreational Access – Town of Tappahannock Hoskins Creek Park

Issue: Pursuant to § 33.2-1510 of the *Code of Virginia*, the Essex County Board of Supervisors has requested funds from the Recreational Access Program to provide adequate roadway access to facilities within the new Hoskins Creek Park.

Facts: Section 33.2-1510 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall expend from funds set aside for the construction of access roads and bikeways to public recreational areas and historical sites. CTB Policy requires that the locality provide all rights of way, utility adjustments, and environmental assessments and remediation at no cost to the Commonwealth. Further, this section of the *Code of Virginia* grants the CTB the authority to construct access roads and bikeways to public recreational areas and historical sites when the governing body of the locality in which the access road is to be provided passes a resolution requesting the road and when the Director of the Department of Conservation and Recreation (DCR) has designated the public recreational area as such and recommends to the CTB that an access road be provided to that area.

Hoskins Creek Park will be a new 6.8-Acre public park located in the Town of Tappahannock, adjacent to Tappahannock Boulevard (Virginia State Route 17). This park will be constructed on property owned by the Town, and the park will be operated and maintained by the Town. The proposed road access project will begin at Route 17 and end at the access road's cul-de-sac. The Town of Tappahannock plans to construct public restrooms, a kayak launch, and a transient boat dock within the Hoskins Creek Park. Vehicle parking will be provided adjacent to the new access road. The new access road will be 0.09-miles long, 24-feet wide, and include a new commercial entrance onto Route 17, which will replace the existing entrance. The Virginia Department of Transportation's (VDOT's) Fredericksburg and Saluda Residency staff have concurred with the Town's project cost estimate of \$450,000. The Town of Tappahannock will administer the design and construction of the proposed road access project, and the road will be added as a portion of the primary state highway system.

VDOT's Local Assistance Division has coordinated with DCR staff to confirm support for the project. The Director of DCR has designated Hoskins Creek Park as a public recreational area (attached) and recommends utilization of Recreational Access funds to provide adequate access to the park.

Recommendations: VDOT recommends that Recreational Access Program funding in the amount of \$350,000 for the construction of roadway access be approved, subject to certain contingencies, including \$100,000 in matching funds.

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

Result, if Approved: The aforementioned allocations will be made and VDOT and the Town of Tappahannock will proceed with the recreational access roadway project.

CTB Decision Brief

Recreational Access – Hoskins Creek Park – Town of Tappahannock

January 17, 2023

Page Two

Options: Approve, Deny, or Defer.

Public Comments/Reaction: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By: _____ **Seconded By:** _____

Action: _____

Title: Revised FY23-28 Six-Year Improvement Program Transfers For November 12, 2022 through December 9, 2022

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Revised Fiscal Years 2023-2028 Program on October 25, 2022; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 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 Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

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

Resolution of the Board

Revised FY23-28 Six-Year Improvement Program Transfers for November 12, 2022 through
December 9, 2022

January 17, 2023

Page 2 of 2

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

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

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

###

CTB Decision Brief

Revised FY2023-2028 Six-Year Improvement Program Transfers For November 12, 2022 through December 9, 2022

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 October 25, 2022, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 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 Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from November 12, 2022 through December 9, 2022 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 Revised Program for Fiscal Years 2023– 2028 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

Options: Approve, Deny, or Defer.

Decision Brief

Revised FY23-28 Six-Year Improvement Program Transfers for November 12, 2022 through
December 9, 2022

January 17, 2023

Page 2 of 2

Public Comments/Reactions: None

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Bristol	#SGR Bristol - Local SGR Bridge Balance Entry	T9534	Bristol	#SGR18LB - RT 61 Tazewell Co VA #1807 Federal STR 22548	111261	SGR - State (SS0100)	\$665,225	\$2,165,225	\$2,165,225	44.3%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Local Bridge Balance Entry line item to a scheduled project.
2	Statewide	PRIMARY EXTENSIONS PROGRAM	T15494	Bristol	#SGR23LP - Oakview Ave - Milling, Surface Paving, Pave Mkgs	120951	CTB Formula - Paving for Primary Extensions (CS0170)	\$52,588	\$205,677	\$205,677	34.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Primary Extensions Balance Entry line item to a scheduled project.
3	Statewide	PRIMARY EXTENSIONS PROGRAM	T15494	Bristol	#SGR23LP - Sycamore St - Milling, Surface Paving, Pave Mkgs	120953	CTB Formula - Paving for Primary Extensions (CS0170)	\$122,382	\$346,242	\$346,242	54.7%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Primary Extensions Balance Entry line item to a scheduled project.
4	Statewide	PRIMARY EXTENSIONS PROGRAM	T15494	Bristol	#SGR23LP - Commonwealth Ave - Milling, Surf Paving, Pave Mkg	120954	CTB Formula - Paving for Primary Extensions (CS0170)	\$146,313	\$452,885	\$452,885	47.7%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Primary Extensions Balance Entry line item to a scheduled project.
5	Bristol, Statewide	#SGR Bristol - Local SGR Paving - Balance Entry, PRIMARY EXTENSIONS PROGRAM	T15494, T9533	Bristol	#SGR23LP - Goode St - Milling, Surface Paving, Pave Mkg	120955	CTB Formula - Paving for Primary Extensions (CS0170), SGR - State (SS0100)	\$86,481	\$243,655	\$243,655	55.0%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving and Statewide Primary Extensions Balance Entry line items to a scheduled project.
6	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	HRRR 2023 - INTERSECTION IMPROVEMENTS	122704	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$102,300	\$102,300	\$102,300	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide SYIP Balance Entry line item to a scheduled project.
7	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	HRRR 2023 - ROADWAY IMPROVEMENTS	122705	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$176,600	\$176,600	\$176,600	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide SYIP Balance Entry line item to a scheduled project.
8	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Culpeper	DISTRICTWIDE SAFETY IMPROVEMENTS	T27533	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$100,091	\$100,091	\$100,091	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to a scheduled project.
9	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	-1179	Fredericksburg	FRED-EX - I95 EXPRESS LANES EXTENSION; EXIT 143 TO EXIT 133	116369	CTB Formula - High Priority State (CS0120)	\$1,118,884	\$6,118,884	\$5,000,000	22.4%	Transfer of surplus funds recommended by District from an underway project to fund an underway project.
10	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	HRRR - DISTRICTWIDE SAFETY IMPROVEMENTS (RURAL ROADS)	T27538	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641), VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR - Federal (CF3HR0)	\$1,792,341	\$1,792,341	\$1,792,341	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
11	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	HRRR - DISTRICTWIDE SAFETY IMP - WARNING SIGNS/MARKINGS	T27539	Open Container Funds - Statewide (CNF221), VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR - Federal (CF3HR0), VA Safety Open Container - Federal (CF30C0)	\$2,182,683	\$2,182,683	\$2,182,683	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to a scheduled project.
12	Hampton Roads	#SGR22LP CITY OF NORFOLK KEMPSVILLE RD , #SGR22LP CITY OF NORFOLK KEMPSVILLE ROAD	119238, 119247	Hampton Roads	#SGR22LP CITY OF NORFOLK 986 KEMPSVILLE RD	119255	Local Project Contributions - Urban (NOP723), SGR - State (SS0100), SGR Formula Discretionary - State (CSSGR9)	\$395,950	\$807,261	\$807,261	96.3%	Transfer of surplus funds recommended by District and Local Assistance Division from a cancelled project and a scheduled project to a scheduled project.
13	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	#BF - RTE 612 OVER APPLEWHITE SWAMP REPLACEMENT (FED ID 17780)	122528	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$2,500,000	\$2,500,000	\$2,500,000	100.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a scheduled project.
14	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	#BF - HAMPTON ROADS YEAR 2 CULVERT REHABILITATION	122529	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$3,000,000	\$3,000,000	\$3,000,000	100.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a scheduled project.
15	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	#BF -HAMPTON ROADS BRIDGES REHAB	122643	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$6,000,000	\$6,000,000	\$6,000,000	100.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a scheduled project.
16	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	#BF - RTE 134 OVER ROUTE 17 BRIDGE REHAB (FED ID 19853)	122644	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$6,000,000	\$6,000,000	\$6,000,000	100.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a scheduled project.
17	Hampton Roads	I-64/I-264 Interchange-Phase III	106693	Hampton Roads	I-464/I-64 INTERCHANGE ACCESS REPORT (IAR)	122714	HRTAC AR Funds (CNRH22)	\$2,500,000	\$2,500,000	\$2,500,000	100.0%	Transfer of surplus funds recommended by District and HRTAC from an underway projects to a scheduled project.
18	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HRRR RTE 608 - SAFETY IMPROVEMENTS	122721	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$48,500	\$48,500	\$48,500	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide SYIP Balance Entry line item to a scheduled project.
19	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HRRR RTE 360 - SIGHT DISTANCE & SAFETY IMPROVEMENTS RTE 614	122723	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$119,000	\$119,000	\$119,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide SYIP Balance Entry line item to a scheduled project.
20	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HRRR RTE 662 - SAFETY IMPROVEMENTS	122724	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$70,000	\$70,000	\$70,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide SYIP Balance Entry line item to a scheduled project.
21	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HRRR RTE 604 - SHOULDER WIDENING FROM RTE 730 TO RTE 665	122725	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$269,000	\$269,000	\$269,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide SYIP Balance Entry line item to a scheduled project.
22	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HRRR RTE 29 - EXTEND RIGHT TURN LANE AT RTE 640	122726	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$175,000	\$175,000	\$175,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide SYIP Balance Entry line item to a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
23	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HRRR RTE 799 - SAFETY IMPROVEMENTS	122727	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide SYIP Balance Entry line item to a scheduled project.
24	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HRRR RTE 727 - SHOULDER WIDENING FROM RTE 733 TO RTE 604	122728	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$236,000	\$236,000	\$236,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide SYIP Balance Entry line item to a scheduled project.
25	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HRRR RTE 604 - SHOULDER WIDENING FROM RTE 781 TO RTE 730	122729	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$291,000	\$291,000	\$291,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide SYIP Balance Entry line item to a scheduled project.
26	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HRRR RTE 699 - INTERSECTION IMPROVEMENTS AT RTE 712	122730	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$28,100	\$28,100	\$28,100	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide SYIP Balance Entry line item to a scheduled project.
27	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	HRRR RTE 696 - SAFETY IMPROVEMENTS FROM RTE 920 TO RTE 701	122731	VA Safety HRRR - Soft match (CF3HR1), VA Safety HRRR -Federal (CF3HR0)	\$65,000	\$65,000	\$65,000	100.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide SYIP Balance Entry line item to a scheduled project.
28	District-wide	FOREST HIGHWAY BALANCE ENTRY	73245	Salem	Roanoke River Greenway - Blue Ridge Pkwy to Explore Park	110155	Federal Lands Access Program (CF7110), Local Project Contributions - Access (NOP023)	\$800,000	\$2,733,750	\$2,733,750	41.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Federal Lands Access Program Balance Entry line item to a scheduled project.
29	Statewide, Staunton	#SGR Staunton - Local SGR Paving - Balance Entry, PRIMARY EXTENSIONS PROGRAM	T15494, T9663	Staunton	#SGR23LP STAUNTON W. BEVERLY ST. PRIMARY EXT. PAVE.	121203	CTB Formula - Paving for Primary Extensions (CS0170), SGR - State (SS0100), SGR Formula Discretionary - State (CSSGR9)	\$214,530	\$630,951	\$630,951	51.5%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving and Statewide Primary Extensions Balance Entry line items to a scheduled project.
30	Staunton	#SGR Staunton - Local SGR Paving - Balance Entry	T9663	Staunton	#SGR23LP STAUNTON N. JEFFERSON ST. PRIMARY EXT. PAVE.	121204	SGR - State (SS0100)	\$88,420	\$185,938	\$185,938	90.7%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry Account to a scheduled project.
31	Statewide	PRIMARY EXTENSIONS PROGRAM	T15494	Staunton	#SGR23LP STAUNTON W. BEVERLY ST. 2 PRIMARY EXT. PAVE.	121205	CTB Formula - Paving for Primary Extensions (CS0170)	\$65,559	\$388,480	\$388,480	20.3%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Primary Extensions Balance Entry line item to a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Culpeper	US Rte. 15/29 & Rte. 215 Intersection & Signal Improvements	111728	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$339,491	\$3,646,863	\$3,307,372	10.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
B	Hampton Roads	#SGR Hampton Roads-VDOT SGR Bridge-Balance Entry	T13919	Hampton Roads	#SGR18VB - RT 692 over Champion Swamp (Fed 10445) REPLACE	111339	SGR Bridge State (SSB700)	\$92,562	\$2,100,643	\$2,100,643	4.6%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Balance Entry line item to a scheduled project.
C	Statewide	#ITTF STATEWIDE BALANCE ENTRY	T21588	Hampton Roads	Hampton Roads HAR ATMS Integrations and Repairs	117079	CTB Formula - ITS State (CS0160)	\$20,109	\$270,109	\$270,109	8.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide ITTF Balance Entry line item to a completed project.
D	Hampton Roads	#SGR Hampton Roads-VDOT SGR Paving-Balance Entry	T13509	Hampton Roads	#SGR23VP 2023 I-95SB PLANT MIX	120978	SGR Paving State (SSP700)	\$180,263	\$5,771,450	\$5,591,187	3.2%	Transfer of surplus funds recommended by District and Maintenance Division from the District SGR VDOT Paving Balance Entry line item to a scheduled project.
E	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Northern Virginia	DUMFRIES ROAD SIDEWALK	109602	TAP Statewide (CF6100)	\$101	\$1,163,868	\$985,464	0.1%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to a completed project.
F	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	-1179	Northern Virginia	TRANSFORM I-66 OVERSIGHT PROJECT	110496	CTB Formula - High Priority State (CS0120)	\$859,002	\$121,683,716	\$155,200,000	0.7%	Transfer of surplus funds recommended by District from a scheduled project to fund an underway project.
G	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	RTE 155 - DECK REPLACEMENT OVER CHICKAHOMINY RIVER CANAL	110997	CTB Formula - Bridge State (CS0110)	\$4,589	\$904,044	\$904,044	0.5%	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.
H	Richmond	RICHMOND DGP DEALLOCATION BALANCE ENTRY	T21766	Richmond	#SMART18 - RT 106 & RT 630 INTERSECTION SAFETY PROJECT	111635	DGP - State (GS0100)	\$412,721	\$6,168,574	\$6,168,574	7.2%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a schedule project.
I	Richmond	#SGR Richmond - Local SGR Bridge - Balance Entry	T9634	Richmond	#SGR19LB - University Blvd/Appomattox River Canal	111735	SGR - State (SS0100)	\$361,868	\$2,386,868	\$2,386,868	17.9%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR Local Bridge Balance Entry line item to fund a scheduled project.
J	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Richmond	Hull Street Improvements Phase II Chippenham to Hey Rd	121391	Revenue Sharing Local Match (CNL201), Revenue Sharing State Match (CNS202)	\$41,760	\$1,000,000	\$10,547,285	4.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to a scheduled project.

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

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
K	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Richmond	Jefferson Avenue Improvements	121407	Revenue Sharing Local Match (CNL201), Revenue Sharing State Match (CNS202)	\$208,802	\$1,395,598	\$5,083,608	17.6%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to a scheduled project.
L	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Salem	Roanoke River Greenway, Parkway Crossing	113356	Local Funds for Enhancement Projects (NPL206), TAP >200K : Roanoke (CF6M40)	\$70,114	\$795,901	\$825,900	9.7%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to a scheduled project.
M	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Salem	Glade Creek Greenway Phase 2B	117995	Local Funds for Enhancement Projects (NPL206), TAP >200K : Roanoke (CF6M40)	\$92,991	\$667,248	\$667,248	16.2%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to a scheduled project.
N	Staunton	#SGR Staunton - Local SGR Paving - Balance Entry	T9663	Staunton	#SGR23LP STAUNTON NEW HOPE RD. PRIMARY EXT. PAVE.	121201	SGR - State (SS0100)	\$23,345	\$241,963	\$241,963	10.7%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to a scheduled project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By: _____ **Seconded By:** _____

Action: _____

Title: Addition of Projects to the Revised Six-Year Improvement Program for Fiscal Years 2023-2028

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

WHEREAS, after due consideration the Board adopted a Revised Fiscal Years 2023-2028 Program on October 25, 2022; and

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

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

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

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

WHEREAS, the projects shown in Appendix A were not included in the Revised FY 2023-2028 Program adopted by the Board on June 21, October 25, 2022; 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 Revised Six-Year Improvement Program of projects and programs for Fiscal Years 2023 through 2028 and are approved.

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CTB Decision Brief

Addition of Projects to the Revised Six-Year Improvement Program for Fiscal Years 2023 – 2028

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

Facts: The CTB must adopt a Program of anticipated projects and programs by July 1st of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On October 25, after due consideration, the CTB adopted a Revised FY 2023-2028 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Revised Program for FY 2023–2028.

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 Revised Program for FY 2023–2028 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 Revised Program for FY 2023-2028.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Appendix A
Amendments to the Revised FY2023-2028 SYIP

Row	UPC	District	Jurisdiction	Route	Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
1	-27604	Bristol	Washington County	19	VHSIP - US19 TURN LANE & ACCESS MGMT IMPROVE./EVERETT HAGY	\$4,539,292	\$4,539,292	\$0	VA Highway Safety	Yes
2	-27603	Bristol	Wythe County	21	VHSIP - PAVEMENT MARKINGS AND SIGN IMPROVEMENTS-RTE 21 & 690	\$63,000	\$63,000	\$0	VA Highway Safety	Yes
3	122787	Bristol	Bristol District-wide	9999	VHSIP - SPOT GUARDRAIL IMPROVEMENTS - ROUTE 609 & ROUTE 63	\$292,930	\$292,930	\$0	VA Highway Safety	Yes
4	-27614	Culpeper	Culpeper District-wide	9999	INT. COLLISION WARNING SYSTEMS & ADVANCED ACTUATED FLASHER	\$520,038	\$520,038	\$0	VA Highway Safety	Yes
5	-27613	Culpeper	Albemarle County	250	SIGNAL REBUILD AT ROUTES 250/240/635	\$650,000	\$650,000	\$0	VA Highway Safety	Yes
6	-27612	Culpeper	Culpeper District-wide	9999	TRENCH WIDENING/SHOULDER RUMBLE STRIPS/SAFETY EDGE	\$5,159,689	\$5,159,689	\$0	VA Highway Safety	Yes
7	-27611	Culpeper	Culpeper District-wide	9999	TRENCH WIDENING/SHOULDER RUMBLE STRIPS/SAFETY EDGE	\$3,447,592	\$3,447,592	\$0	VA Highway Safety	Yes
8	-27599	Fredericksburg	Fredericksburg District-wide	9999	TRENCH-WIDENING / RUMBLE STRIPS - NORTHERN NECK (NNHS)	\$3,560,000	\$3,560,000	\$0	VA Highway Safety	Yes
9	-27595	Fredericksburg	Fredericksburg District-wide	9999	PED SIGNALS / ACTUATED WARNING DEVICES - DISTRICTWIDE NNHS	\$826,200	\$826,200	\$0	VA Highway Safety	Yes
10	-27594	Fredericksburg	Stafford County	9999	PED SIGNALS / WARNING FLASHERS INSTALL - STAFFORD	\$380,000	\$380,000	\$0	VA Highway Safety	Yes
11	-27589	Fredericksburg	Fredericksburg District-wide	9999	DW - TRENCH WIDENING/RUMBLE STRIPS - SALUDA (NON-NHS)	\$1,905,000	\$1,905,000	\$0	VA Highway Safety	Yes
12	-27588	Fredericksburg	Gloucester County	9999	TRENCH WIDENING / RUMBLE STRIP - GLOUCESTER (NHS)	\$3,750,840	\$3,750,840	\$0	VA Highway Safety	Yes
13	-27587	Fredericksburg	Fredericksburg District-wide	9999	DISTRICT-WIDE TRENCH WIDENING / SPOTSY / STAFFORD - NON NHS	\$1,140,000	\$1,140,000	\$0	VA Highway Safety	Yes
14	-27586	Fredericksburg	Spotsylvania County	3	RTE 3 CLEAR ZONE IMPR - MEDIAN & GUARDRAIL IMPRMTS	\$2,810,000	\$2,810,000	\$0	VA Highway Safety	Yes
15	122528	Hampton	Southampton County	612	#BF Rte. 612 Over Applewhite Swamp Replacement (Fed ID 17780)	\$2,500,000	\$2,500,000	\$0	Bridge Formula Program	Yes
16	122529	Hampton	Districtwide	9999	#BF Hampton Roads Year 2 Culvert Rehabilitation	\$3,000,000	\$3,000,000	\$0	Bridge Formula Program	Yes
17	122643	Hampton	Districtwide	9999	#BF Hampton Roads Bridges Rehab	\$6,000,000	\$6,000,000	\$0	Bridge Formula Program	Yes
18	122644	Hampton	York County	0134	#BF Rte. 134 Over Route 17 Bridge Rehab (Fed ID 19853)	\$6,000,000	\$6,000,000	\$0	Bridge Formula Program	Yes
19	-27575	Hampton	Virginia Beach	0264	I-264/Independence Blvd Interchange Improvements (IAR)	\$1,250,000	\$1,250,000	\$0	HRTAC	Yes
20	122642	Hampton	Williamsburg	0064	#I64CIP PH 1B-I64 Corr Tech Adv-60, 143, 199 Signal Cmm Cam	\$533,000	\$533,000	\$0	Interstate Corridor Program	Yes
21	-27598	Hampton Roads	James City County	612	HAMPTON ROADS HSIP FY 23 UNSIGNALIZED INT IMP	\$101,000	\$101,000	\$0	VA Highway Safety	Yes

**Appendix A
Amendments to the Revised FY2023-2028 SYIP**

Row	UPC	District	Jurisdiction	Route	Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
22	-27597	Hampton Roads	Sussex County	460	HAMPTON ROADS HSIP FY 23 Pedestrian Crossings	\$413,000	\$413,000	\$0	VA Highway Safety	Yes
23	-27596	Hampton Roads	Chesapeake	923	HAMPTON ROADS HSIP FY23 ROUTE 58 & SNOWDEN	\$201,000	\$201,000	\$0	VA Highway Safety	Yes
24	-27593	Lynchburg	Nelson County	29	HSIP RTE 29 - LED DYNAMIC FLASHING CHEVRONS	\$217,000	\$217,000	\$0	VA Highway Safety	Yes
25	-27592	Lynchburg	Nelson County	29	HSIP RTE 29 - SHOULDER WIDENING W/ EDGE RUMBLES & GUARDRAIL	\$6,103,608	\$6,103,608	\$0	VA Highway Safety	Yes
26	-27591	Lynchburg	Lynchburg District-wide	9999	HSIP DISTRICTWIDE SHOULDER WIDENING W/ EDGE RUMBLES & GUARDR	\$4,228,923	\$4,228,923	\$0	VA Highway Safety	Yes
27	-27590	Lynchburg	Lynchburg District-wide	9999	HSIP DISTRICTWIDE INTERSECTION CONFLICT WARNING SYSTEM	\$776,555	\$776,555	\$0	VA Highway Safety	Yes
28	122774	Northern Virginia	Prince William County	3500	ROLLINS FORD ROAD 2 ROUNDABOUTS	\$8,918,793	\$8,918,793	\$0	VA Highway Safety	Yes
29	122773	Northern Virginia	Manassas Park	28	RTE 28 (CENTREVILLE RD) INNOVATIVE INTERSECTIONS	\$24,473,302	\$24,473,302	\$0	VA Highway Safety	Yes
30	121888	Northern Virginia	Districtwide	9999	#SGRVP PM-9U-23 Primary Plant Mix	\$4,889,224	\$4,899,224	\$0	SGR Paving	Yes
31	-27585	Richmond	Richmond District-wide	9999	SIGNAL TIMING OPTIMIZATION - DISTRICTWIDE	\$649,000	\$649,000	\$0	VA Highway Safety	Yes
32	-27584	Richmond	Richmond	95	BRYAN PARK LANE IMPROVEMENTS	\$1,470,000	\$1,470,000	\$0	VA Highway Safety	Yes
33	-27583	Richmond	New Kent County	60	INSTALL TRAFFIC SIGNAL @ US 60 & MARKET PLACE DR	\$872,000	\$872,000	\$0	VA Highway Safety	Yes
34	-27582	Richmond	Amelia County	360	DIRECTIONAL MEDIANS - AMELIA COUNTY	\$3,411,900	\$3,411,900	\$0	VA Highway Safety	Yes
35	-27581	Richmond	Chesterfield County	288	SR 288 (US 1 to I-95) LANE REALLOCATIONS/SIGNING ENHANCEMENT	\$33,000	\$33,000	\$0	VA Highway Safety	Yes
36	-27580	Richmond	Chesterfield County	NULL	INSTALL ROUNDABOUTS - CHESTERFIELD COUNTY	\$1,930,000	\$1,930,000	\$0	VA Highway Safety	Yes
37	-27579	Richmond	Powhatan County	711	RTE 711 - RUMBLE STRIPS	\$49,000	\$49,000	\$0	VA Highway Safety	Yes
38	-27615	Salem	Salem District-wide	9999	CABB FLASHER & SIGNAL UPGRADE - MONTGOMERY CO & HILLSVILLE	\$1,960,539	\$1,960,539	\$0	VA Highway Safety	Yes
39	-27608	Salem	Montgomery County	460	PEDESTRIAN IMPROVEMENTS - ROUTE 460/LUAREL STREET	\$1,680,539	\$1,680,539	\$0	VA Highway Safety	Yes
40	-27606	Salem	Salem District-wide	0	SHOULDER WIDENING, RUMBLE STRIP INSTALL & GUARDRAIL UPGRADE	\$8,993,310	\$8,993,310	\$0	VA Highway Safety	Yes
41	-27605	Salem	Salem District-wide	9999	SHOULDER WIDENING, RUMBLE STRIP INSTALL & GUARDRAIL UPGRADE	\$8,045,392	\$8,045,392	\$0	VA Highway Safety	Yes
42	-27600	Salem	Roanoke	460	Orange Ave Access Management Safety Project	\$4,535,239	\$4,535,239	\$0	VA Highway Safety	Yes
43	122783	Staunton	Clarke County	7	MODIFIED RCUT INT RTE 7 AND RTE 612	\$225,000	\$225,000	\$0	VA Highway Safety	Yes

**Appendix A
Amendments to the Revised FY2023-2028 SYIP**

Row	UPC	District	Jurisdiction	Route	Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
44	122782	Staunton	Augusta County	9999	HIGH FRICTION SURFACE TREATMENT ON TWO INTERSTATE RAMPS	\$866,000	\$866,000	\$0	VA Highway Safety	Yes
45	122780	Staunton	Alleghany County	687	CONSTRUCT SHOULDER ON RTE 687	\$100,000	\$100,000	\$0	VA Highway Safety	Yes
46	122781	Staunton	Staunton District-wide	9999	SHOULDER WIDENING/RUMBLE STRIPS, UPGRADE SUBSTANDARD GR	\$11,212,000	\$11,212,000	\$0	VA Highway Safety	Yes
Total						\$144,682,905	\$144,692,905	\$0		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: SMART SCALE Project Budget Increase and Priority Transportation Funds Transfer for Southern Connector (UPC 105907) in the City of Waynesboro

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 December 8, 2021, 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 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; 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

Resolution of the Board

SMART SCALE Project Budget Increase and Priority Transportation Funds Transfer for Southern Connector (UPC 105907) in the City of Waynesboro

January 17, 2023

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iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested; and

WHEREAS, section 33.2-214 requires projects funded wholly or partially with funds from the State of Good Repair Program pursuant to section 33.2-369, the High Priority Projects Program pursuant to section 33.2-370, or the Highway Construction District Grant Programs pursuant to section 33.2-371, or the Interstate Operations and Enhancement Program pursuant to section 33.2-372, or capital projects funded through the Virginia Highway Safety Improvement Program pursuant to section 33.2-373 in the Six-Year Improvement Program to be fully funded within the six-year horizon of the Six-Year Improvement Program; and

WHEREAS, the Southern Connector (UPC 105907) in the city of Waynesboro (Project) was submitted for consideration and selected for \$12,611,870 in funding through the Staunton Construction District Grant Program in the first round of the prioritization process pursuant to section 33.2-214.1 with a total cost of \$16,088,466; and

WHEREAS, the Project was ranked 15 out of 18 projects selected in Round 1 in the Staunton District with a score of 1.8; and

WHEREAS, the District estimates that the project needs an additional \$5,598,473 ahead of project advertisement;

WHEREAS, further delay in identifying funds to support advertisement of the project as soon as possible will only exacerbate the budget shortfall; and

WHEREAS, the City of Waynesboro has applied for a grant from the Virginia Economic Development Partnership to construct onsite water and sewer utilities to serve the adjacent economic development sites to coincide with road construction; and

WHEREAS, the Board was briefed on a proposed SMART SCALE budget increase for the Project in December 2022; and

WHEREAS, subsequent to the Board's briefing on the proposed SMART SCALE budget increase for the Project in December 2022, the City of Waynesboro has agreed to transfer \$2,668,820 in Priority Transportation Funds (PTF) from UPC 120641 Broad Street Streetscape project in the City of Waynesboro to the Project; and

WHEREAS, VDOT recommends Board approval of a revised SMART SCALE budget increase of \$2,929,653 using surplus Staunton Construction District Grant Program funds (UPC - 21768);

Resolution of the Board

SMART SCALE Project Budget Increase and Priority Transportation Funds Transfer for Southern Connector (UPC 105907) in the City of Waynesboro

January 17, 2023

Page 3 of 3

WHEREAS, VDOT recommends a transfer of \$2,668,820 in Priority Transportation Funds (PTF) from UPC 120641 Broad Street Streetscape project in the City of Waynesboro, which was funded with surplus Priority Transportation Funds (PTF) after SMART SCALE Round 4, to the Project to fund the remaining shortfall; and

WHEREAS, the City of Waynesboro will be responsible for identifying funding to fully fund the Broad Street Streetscape project (UPC 120641) or adjusting the scope of that project to be within the revised budget; and

WHEREAS, taking into consideration the revised proposed SMART SCALE budget increase of \$2,929,653, the Project was re-scored resulting in a revised score of 1.4, with no reduction in rank; and

WHEREAS, as of December 9, 2022, the Project has incurred expenditures of \$4,792,155.

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the revised SMART SCALE budget increase of \$2,929,653 for the Project, using surplus Staunton Construction District Grant Program funds (UPC -21768) is approved; and

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board, that the transfer of \$2,668,820 in PTF from UPC 120641 Broad Street Streetscape project in the City of Waynesboro to the Project is approved; and

BE IT FURTHER RESOLVED; by the Commonwealth Transportation Board, that the City of Waynesboro will be responsible for identifying funding to fully fund the Broad Street Streetscape project (UPC 120641) or adjusting the scope of that project to accommodate the revised budget.

#####

CTB Decision Brief

SMART SCALE Project Budget Increase and Priority Transportation Funds Transfer for the Southern Connector (UPC 105907) in the City of Waynesboro

Issue: The Southern Connector UPC 105907 (Project) was selected for funding in the first round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Process and the current estimated cost of the Project exceeds the approved budget by \$5,598,473. The Board was briefed on a proposed SMART SCALE budget increase in December 2022. Subsequent to the Board's briefing, the City of Waynesboro has identified/proposed funds to cover a portion of the shortfall and reduce the proposed SMART SCALE budget increase. As a result, the Virginia Department of Transportation (VDOT) recommends Board approval of a SMART SCALE budget increase in the amount of \$2,929,653 using surplus Staunton Construction District Grant Program funds from UPC -21768. VDOT further recommends, consistent with the City's proposal, that the remainder of the shortfall, \$2,668,820, be provided by a transfer of funds from UPC 120641 Broad Street Streetscape in the City of Waynesboro, which was funded with surplus Priority Transportation Funds (PTF) after SMART SCALE Round 4. The City of Waynesboro will, in turn, be responsible for identifying funding to fully fund the Broad Street Streetscape project (UPC 120641) or adjusting the scope of that project to accommodate the revised budget. Board approval of the SMART SCALE budget increase is required.

Facts: Item 12 of the Board's SMART SCALE Prioritization Policy/Process, adopted December 8, 2021, 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 Southern Connector UPC 105907 (Project) was submitted for consideration and selected for \$12,611,870 in funding through the Staunton Construction District Grant Program. The Project's total cost at selection was \$16,088,466. The Project was ranked 15 out of 18 projects selected for funding in Round 1 in the Staunton District with a score of 1.8. Subsequent to selection, the City of Waynesboro provided an additional \$1,282,920 in leveraged funding.

The District estimates that the project needs an additional \$5,598,473 to advertise for a revised total cost of \$22,969,859. Further delay in identifying funds to support advertisement of the project as soon as possible will only exacerbate the budget shortfall. In addition, the City of

Waynesboro has applied for a grant from the Virginia Economic Development Partnership to construct onsite water and sewer utilities to serve the adjacent economic development sites to coincide with road construction.

Subsequent to the Board's briefing on the proposed SMART SCALE budget increase for the Project in December 2022, the City of Waynesboro has agreed to transfer \$2,668,820 in Priority Transportation Funds (PTF) from UPC 120641 Broad Street Streetscape project in the City of Waynesboro to the Project. Further, the City of Waynesboro will be responsible for identifying funding to fully fund the Broad Street Streetscape project (UPC 120641) or adjusting the scope of the project accommodate the revised budget.

As a result, the remaining SMART SCALE budget shortfall is \$2,929,653. The Project was rescored based on the increased SMART SCALE budget of \$15,541,523 (\$12,611,870 + \$2,929,653), resulting in a score of 1.4 with no change in rank.

As of December 9, 2022, the Project has incurred expenditures of \$4,792,155.

Based on the foregoing, VDOT recommends Board approval of a revised SMART SCALE budget increase for the Project in the amount of \$2,929,653 using surplus Staunton Construction District Grant Program funds (UPC -21768), with the condition that the remaining budget shortfall of \$2,668,820 be transferred from UPC 120641 Broad Street Streetscape project in the City of Waynesboro. The City of Waynesboro will be responsible for identifying funding to fully fund the Broad Street Streetscape project (UPC 120641) or adjusting the scope of the project to accommodate the revised budget.

Recommendation: Approval of a revised SMART SCALE budget increase in the amount of \$2,929,653 using surplus Staunton Construction District Grant Program funds (UPC -21768). Approval of a transfer of \$2,668,820 in PTF from UPC 120641 Broad Street Streetscape project in the City of Waynesboro to the Project.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the revised SMART SCALE budget increase for the Southern Connector UPC 105907 and to provide for the Board's intent and direction to partially fund the increase with \$2,929,653 in surplus Staunton Construction District Grant Program funds (UPC -21768). The resolution will also include language approving the transfer of \$2,668,820 in PTF from UPC 120641 Broad Street Streetscape project in the City of Waynesboro to the Southern Connector Project.

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By: _____ **Seconded By:** _____

Action: _____

Title: SMART SCALE Project Budget Increase for Route 15 and Route 360 Roundabout (UPC 110767) in Charlotte 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 December 8, 2021, 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 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; 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, section 33.2-214 requires projects funded wholly or partially with funds from the State of Good Repair Program pursuant to section 33.2-369, the High Priority Projects Program pursuant to section 33.2-370, or the Highway Construction District Grant Programs pursuant to section 33.2-371, or the Interstate Operations and Enhancement Program pursuant to section 33.2-372, or capital projects funded through the Virginia Highway Safety Improvement Program pursuant to section 33.2-373 in the Six-Year Improvement Program to be fully funded within the six-year horizon of the Six-Year Improvement Program; and

WHEREAS, the Route 15 and Route 360 Roundabout (UPC 110767) in Charlotte County (Project) was submitted for consideration and funded to a reduced amount of \$5,217,268 due to anticipated cost savings in design through the Lynchburg Construction District Grant Program in the second round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, the Project was ranked 4 out of 10 projects selected in Round 2 in the Lynchburg District with a score of 12.57; and

WHEREAS, The Route 15 and Route 360 Roundabout UPC 110767 (Project) was approved by the Board in October 2022 for an inflation-based adjustment of \$1,238,467; and

WHEREAS, the District estimates that the project needs an additional \$1,217,620 ahead of project advertisement for the revised total cost of \$7,673,355; and

WHEREAS, VDOT recommends Board approval of a SMART SCALE budget increase of \$1,217,620 using surplus Lynchburg Construction District Grant Program funds (UPC - 21764); and

WHEREAS, taking into consideration the proposed SMART SCALE budget increase, the Project was re-scored resulting in a revised score of 8.55, which reduced the project's rank one place to 5 out of 10; and

WHEREAS, as of December 9, 2022, the Project has incurred expenditures of \$963,958.

Resolution of the Board

SMART SCALE Project Budget Increase for Route 15 and Route 360 Roundabout (UPC 110767) in Charlotte County

January 17, 2023

Page 3 of 3

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the SMART SCALE budget increase of \$1,217,620 for the Project, using surplus Lynchburg Construction District Grant Program funds (UPC -21764), is approved.

####

CTB Decision Brief
SMART SCALE Project Budget Increase for Route 15 and Route 360 Roundabout
(UPC 110767) in Charlotte County

Issue: The Route 15 and Route 360 Roundabout UPC 110767 (Project) was selected for funding in the second round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Process and the current estimated cost of the Project exceeds the approved budget by \$1,217,620. The Virginia Department of Transportation (VDOT) recommends Board approval of a SMART SCALE budget increase in the amount of \$1,217,620 using surplus Lynchburg Construction District Grant Program funds from UPC -21764. Board approval of the budget increase is required.

Facts: Item 12 of the Board's SMART SCALE Prioritization Policy/Process, adopted December 8, 2021, 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 Route 15 and Route 360 Roundabout UPC 110767 (Project) was submitted for consideration and selected for \$5,217,268 in funding through the Lynchburg Construction District Grant Program. The Project was ranked 4 out of 10 projects selected for funding in Round 2 in the Lynchburg District with a score of 12.57. The project was funded at a reduced amount due to anticipated cost savings in design.

The Route 15 and Route 360 Roundabout UPC 110767 (Project) was approved by the Board in October 2022 for an inflation-based adjustment of \$1,238,467.

The District estimates that the project needs an additional \$1,217,620 ahead of project advertisement for a revised total cost of \$7,673,355.

The Project was rescored based on the increased budget, resulting in a score of 8.55, which reduced the project's rank one place to 5 out of 10.

As of December 9, 2022, the Project has incurred expenditures of \$963,958.

Based on the foregoing, VDOT recommends Board approval of a SMART SCALE budget increase for the Project in the amount of \$1,217,620 using surplus Lynchburg Construction District Grant Program funds (UPC -21764) to fund the budget increase.

Recommendation: Approval of a SMART SCALE budget increase in the amount of \$1,217,620 using surplus Lynchburg Construction District Grant Program funds (UPC -21764).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the SMART SCALE budget increase for the Route 15 and Route 360 Roundabout UPC 110767 and to provide for the Board's intent and direction to fund the increase with surplus Lynchburg Construction District Grant Program funds (UPC -21764).

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 17, 2023

MOTION

Made By:

Seconded By:

Action:

Title: SMART SCALE Project Cancellation
Route 31 Bicycle Accommodations (UPC 115511)

WHEREAS, item 17 of the Commonwealth Transportation Board's (Board's) SMART SCALE Project Prioritization Process last approved December 8, 2021 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; and

WHEREAS, Item 22 of the Board's SMART SCALE Prioritization Process adopted December 8, 2021 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, 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 31 Bicycle Accommodation UPC 115511 project (Project) was submitted by Surry County for consideration and selected for \$9,600,000 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, the Project is significantly over budget and the County has been unsuccessful in securing additional funds for the Project; and

WHEREAS, in November 2022, Surry County requested cancellation of the Project; and

Resolution of the Board

SMART SCALE Project Cancellation Route 31 Bicycle Accommodations UPC 115511

January 17, 2023

Page 2 of 2

WHEREAS, VDOT recommends Board action to cancel the Project and transfer all Construction District Grant funds to the Hampton Roads Construction District Grant balance entry (UPC -21763).

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that Route 31 Bicycle Accommodation UPC 115511 project 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 Hampton Roads Construction District Grant balance entry (UPC -21763).

#####

CTB Decision Brief
SMART SCALE Project Cancellation
Route 31 Bicycle Accommodations (UPC 115511)

Issue: The Route 31 Bicycle Accommodations UPC 115511 (Project) was submitted and selected for funding in the third round of the Commonwealth Transportation Board's (Board's) SMART SCALE Prioritization Process. The Project was submitted by Surry County and screened in for meeting a VTrans need. It was selected for funding and received \$9,600,000 in Construction District Grant funds to fully fund the Project. The Project is significantly over budget and the County has been unsuccessful in securing additional funds for the Project. In November 2022, Surry County requested cancellation of the Project. Board approval is needed for cancellation of this Project pursuant to the Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 8, 2021

Facts: The Project is VDOT administered and the preliminary engineering phase was underway.

Item 17 of the Board's Policy for Implementation of the SMART SCALE Project Prioritization Process last approved by the Board December 8, 2021 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 22 of the Board's SMART SCALE Prioritization Process adopted December 8, 2021 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 31 Bicycle Accommodations UPC 115511 and transfer all Construction District Grant funds to the Hampton Roads Construction District Grant Balance Entry (UPC -21763).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the Route 31 Bicycle Accommodations UPC 115511 project and transfer all Construction District Grant funds to the Hampton Roads Construction District Grant balance entry (UPC -21763).

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 Hampton Roads Construction District Grant balance entry (UPC -21763).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

January 2023 CTB Meeting

Order # 307

PM3B-963-F23, N501 Appomattox, Campbell Counties and City of Lynchburg

The purpose of this project is Plant Mix paving for portions of primary and secondary routes in Appomattox and Campbell Counties and in the City of Lynchburg. The project will include mainline resurfacing, pavement line markings, installation of pavement markers and rumble strip installation.

This project is eligible for federal funding. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 17, 2023

Order# 213

PM2V-962-F23, P401

PM22-962-F23, P401

Giles, Montgomery, Pulaski Counties

The purpose of this project is Plant Mix paving for various Secondary routes in Giles, Montgomery and Pulaski Counties. The project will include mainline resurfacing, shoulder stone and pavement line markings. The surface asphalt mix in this project will be designed according to the Balance Mix Design specifications.

UPCs 119991 and 121638 are included under this project. UPC 119991 is eligible for federal funding while UPC 121638 is eligible for State funding. The inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 17, 2023

Order# 419

PM4G-020-F23, P401

Chesterfield County

The purpose of this project is Plant Mix paving for various secondary routes in Chesterfield County. The project include pavement milling of existing asphalt pavements, asphalt hot mix patching, paving of asphalt concrete overlays and removal and reinstallation of pavement markings.

This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: November 17, 2023

Order# 915
PM9M-96A-F23, N501

Loudoun and Prince William County

The purpose of this project is Plant Mix paving for a network of High and Low Volume Secondary Roads to restore smoothness to the travel surface and extend the service life of the pavement. The work generally consists of milling and asphalt overlay work on a various minor collector and local roads in Loudoun and Prince William County. In addition to the milling of existing asphalt roadway areas and resurfacing from edge of gutter to edge of gutter, the work includes reinstalling pavement markings and traffic signal loop detectors to the latest standards.

This is a state-funded project. All work will be completed within the existing right of way and no utilities will be impacted.

Fixed Completion Date: November 17, 2023

Order# 918
PM9G-029-F23, N501

Fairfax County

The purpose of this project is to resurface a network of High Volume Secondary Roads to restore smoothness to the travel surface and extend the service life of the pavement. The work generally consists of milling and asphalt overlay work on a various minor arterial and major collector roads in Fairfax County. In addition to the milling of existing asphalt roadway areas and resurfacing from edge of gutter to edge of gutter, the work includes reinstalling pavement markings and traffic signal loop detectors to the latest standards.

This is a federally eligible project. All work will be completed within the existing right of way and no utility will be impacted.

Fixed Completion Date: November 17, 2023

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
307	121831, 121061, 121062,	LOCATION: VARIOUS	ADAMS CONSTRUCTION COMPANY	2	\$5,360,142.00	\$6,608,401.02	Within
	PM3B-963-F23, N501	APPOMATTOX, CITY OF LYNCHBURG	ROANOKE				
	PM03(380)	CAMPBELL	VA				
	Maintenance Funds	LYNCHBURG DISTRICT					
		SGR* - 2023 PLANT MIX - PRIMARY					

1 Recommended for AWARD \$5,360,142.00

AWARD

SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
213	119991, 121638	LOCATION: VARIOUS	ADAMS CONSTRUCTION COMPANY	2	\$5,227,589.50	\$5,128,158.12	Within
	PM2V-962-F23, P401	MONTGOMERY, PULASKI,	ROANOKE				
	PM02(477)	GILES	VA				
	Maintenance Funds	SALEM DISTRICT					
		2023 PLANT MIX - SECONDARY					
419	122062	LOCATION: VARIOUS	ALLAN MYERS VA, INC.	4	\$6,042,777.00	\$5,897,993.42	Within
	PM4G-020-F23, P401	AMELIA, POWHATAN,	GLEN ALLEN				
		CHESTERFIELD	VA				
	Maintenance Funds	RICHMOND DISTRICT					
		2023 PLANT MIX - SECONDARY					
915	121722	LOCATION: VARIOUS	SUPERIOR PAVING CORPORATION	5	\$5,475,271.68	\$5,200,723.49	Within
	PM9M-96A-F23, N501	LOUDOUN,	GAINESVILLE				
		PRINCE WILLIAM	VA				
	Maintenance Funds	NORTHERN VIRGINIA DISTRICT					
		2023 PLANT MIX - SECONDARY					

AWARD

SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
918	121816	LOCATION: VARIOUS	ALLAN MYERS VA, INC.	4	\$5,530,777.00	\$5,270,560.18	Within
	PM9G-029-F23, N501		GLEN ALLEN				
	PM09(370)	FAIRFAX	VA				
	Maintenance Funds	NORTHERN VIRGINIA DISTRICT					
		2023 PLANT MIX - SECONDARY					

4 Recommended for AWARD \$22,276,415.18

BIDS FOR JANUARY CTB ACTION MEETING

 Ben Coaker, P.E.

January 17, 2023

Order No. 307 – Lynchburg District – UPC 121831

SCOPE:	SGR* 2023 PLANT MIX- PRIMARY
LOCATION:	APPOMATTOX, CITY OF LYNCHBURG, CAMPBELL, (VARIOUS ROUTES)
BIDS:	2
LOW BID:	\$5,360,142.00 (within range)
CONTRACTOR:	ADAMS CONSTRUCTION CO. (ROANOKE, VA)

Order No. 213 – Salem District – UPC 119991

SCOPE:	2023 PLANT MIX-SECONDARY
LOCATION:	MONTGOMERY, PULASKI, GILES (VARIOUS ROUTES)
BIDS:	2
LOW BID:	\$5,227,589.50 (within range)
CONTRACTOR:	Adams Construction Co. (Roanoke, VA)

Order No. 419 – Richmond District – UPC 122062

SCOPE:	2023 PLANT MIX - SECONDARY
LOCATION:	AMELIA, POWHATAN, CHESTERFIELD, (VARIOUS ROUTES)
BIDS:	4
LOW BID:	\$6,042,777.00 (within range)
CONTRACTOR:	ALLAN MYERS VA, INC. (GLEN ALLEN, VA)

Order No. 915 – NOVA District – UPC 121722

SCOPE:	2023 PLANT MIX- SECONDARY
LOCATION:	LOUDOUN, PRINCE WILLIAM (VARIOUS ROUTES)
BIDS:	5
LOW BID:	\$5,475,271.68 (within range)
CONTRACTOR:	SUPERIOR PAVING CORP. (GAINESVILLE, VA)

Order No. 918 – NOVA District – UPC 121816

SCOPE:	2023 PLANT MIX- SECONDARY
LOCATION:	FAIRFAX (VARIOUS ROUTES)
BIDS:	4
LOW BID:	\$5,530,777.00 (within range)
CONTRACTOR:	ALLAN MYERS VA, INC. (GLEN ALLEN, VA)