



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

### AGENDA

## MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219  
October 17, 2019  
9:00 a.m.

or upon adjournment of the October 16, 2019 Workshop Meeting if the Workshop Meeting carries over to October 17, 2019.

### Public Comments:

### Approval of Minutes September 18, 2019

#### LOCAL ASSISTANCE DIVISION:

***Presenting: Julie Brown***  
***Division Administrator***

1. Action on Primary Extension Improvement Program Policy.

#### MAINTENANCE DIVISION:

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

2. Action of the Commemorative Naming of Route 614, Centerville Road, from its intersection with Route 5000, Monticello Avenue to the intersection of Route 613, News Road (approximately 1.3 miles) in James City County, Located in the Hampton Roads District, as the "Earl M. "Buddy" Heisler Memorial Highway".
3. Action of the Commemorative naming of the bridge on Route 635, Brown Mountain Road, over Laurel Creek, Buchanan County, Located in the Bristol District, as the "Grat Albert Keen Memorial Bridge".
4. Action of the Commemorative naming of the bridge on Route 680, Contrary Creek Road, over Dismal Creek, Buchanan County, Located in the Bristol District, as the "Gerald Wayne Cantrell Memorial Bridge".

5. Action of the Commemorative naming of the bridge on Route 638, Dismal River Road, over Lynn Camp Creek, Buchanan County Located in the Bristol District, as the “Roy Dean Wimmer Memorial Bridge”.

**INFRASTRUCTURE INVESTMENT DIVISION:**

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

6. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020-2025.
7. Action on FY20-25 Six-Year Improvement Program Transfers For August 17, 2019 through September 20, 2019.

**OFFICE OF LAND USE:**

***Presenting: Robert Hofrichter***  
***Director***

8. Action on Approval of the Abandonment of the 0.06 mile portion of Route 386 and the transfer of the 0.93 mile segment from the Primary system to the Secondary system.

**LOCATION AND DESIGN DIVISION:**

***Presenting: Bart Thrasher***  
***Chief Engineer***

9. Action on Limited Access Control Changes for Interstate 264 Eastbound and Greenwich Road, City of Virginia Beach, Located in the Hampton Roads District.
10. Action on Limited Access Control Changes for Route 288 Southbound Off-Ramp to Route 360 Westbound, Chesterfield County Located on the Richmond District.
11. Action on Limited Access Control Changes for an Emergency Pull-Off Area at the I-95 Southbound and I-64 Eastbound 3<sup>rd</sup> Street Off-Ramp (Exit 75) City of Richmond Located in the Richmond District.

**RAIL AND PUBLIC TRANSPORTATION:**

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

12. Action on Washington Metropolitan Area Transit Authority Annual Reporting – Fiscal Year 2019.
13. Action on Approval of Inaugural I-395/I-95 Commuter Choice Program of Projects and Inclusion into FY 2020 – FY 2025 Six Year Improvement Program.

**SCHEDULING AND CONTRACT:**

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

14. Bids.

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**NEW BUSINESS:**

**ADJOURNMENT:**

###



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

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Richmond, Virginia 23219

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*Agenda item # 1*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

#### MOTION

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

#### Title: Primary Extension Improvement Program Policy

**WHEREAS**, the Commonwealth Transportation Board (CTB) adopted a policy on June 18, 2014 to provide for the selection of projects under the Primary Extension Improvement Program; and

**WHEREAS**, §33.2-358(C) of the *Code of Virginia* that allowed the CTB to set aside CTB Formula funding for reconstructing those deteriorated interstate and primary system pavements and municipality-maintained primary extension pavements using state funds sunsets in FY2020; and

**WHEREAS**, §33.2-369 (B) of the *Code of Virginia* allows the CTB to allocate funds for state of good repair purposes for reconstruction and rehabilitation of pavement on the Interstate System and Primary State Highway System determined by the CTB to be deteriorated, including municipality-maintained primary extensions; and

**WHEREAS**, the Board has determined the previously adopted policy needs to be updated to reflect the additional requirements associated with federal funding now available through the State of Good Repair program.

**NOW, THEREFORE BE IT RESOLVED**, the June 18, 2014 Primary Extension Improvement Program Policy is amended and replaced by the following policy and criteria governing the selection of primary extension paving projects:



1. The Virginia Department of Transportation will solicit applications from local governments on an annual basis to support pavement overlay, rehabilitation, or reconstruction projects.
2. The maximum request under the program will be \$1,500,000 per locality, per fiscal year.
3. All projects funded under this program must be advertised within 12 months of allocation. Projects that receive funding and do not meet this criterion may be subject to deallocation by the CTB.
4. As part of the application process, localities must provide certification that the funding allocated will supplement, not replace, the current level of effort on the part of the locality.
5. Projects will be prioritized for funding based on a technical score that considers pavement condition, traffic volume, whether or not the extension is an NHS route and past expenditures on pavement by the locality.
6. Once projects have been identified and prioritized in accordance with the foregoing process, the project list will be presented to the full Board for its consideration and approval.
7. The Commissioner of Highways is directed to establish administrative procedures to ensure adherence to and compliance with the provisions of this policy and legislative directives.

#####

## CTB Decision Brief

### Primary Extension Improvement Program Policy Update

**Issue:** VDOT is proposing and seeking the Commonwealth Transportation Board's (CTB's) approval of a revision to its current policy for the allocation of funds for reconstructing and rehabilitating deteriorated pavements on locally maintained primary extensions. The revision is needed to accommodate the planned use of federal funds for the primary extension program pursuant to changes set out in §§ 33.2-358(D) and 33.2-369 of the *Code of Virginia* that take effect on July 1, 2020. VDOT seeks to increase the maximum annual request per locality permitted under this program from \$1,000,000 to \$1,500,000 and to extend the time within which the municipality must advertise projects from a maximum of 6 months to a maximum of 12 months after funds are allocated.

**Facts:** Section 33.2-358(C) of the *Code of Virginia* that allowed the CTB to set aside CTB Formula funding for reconstructing those deteriorated interstate and primary system pavements, and municipality-maintained primary extension pavements having a Combined Condition Index of less than 60 sunsets at the end of FY2020. The State of Good Repair funds provided under Section 33.2-369 of the *Code of Virginia* will be fully implemented starting in FY2021. This will include authority to use State of Good Repair funds for the reconstruction and rehabilitation of deteriorated pavement on municipality-maintained primary extensions.

1. Current CTB Primary Extension Improvement Program Policy allows a maximum request and allocation of \$1,000,000 per locality annually.
2. Primary Extension projects selected through FY2020 were granted an exception to the federal process and were required to be advertised within 6 months of allocation.
3. Beginning in FY2021, projects selected through the State of Good Repair prioritization process will be required to follow the federal process for project development and delivery, which will require additional steps and VDOT oversight not needed using state funds.

**Recommendations:** VDOT proposes that the recommended allocations per locality be increased to a maximum of \$1,500,000 and projects be advertised within 12 months of allocation of funds.

**Action Required by CTB:** In order to accommodate the use of federal funds on projects under the State of Good Repair Program for municipality-maintained primary extensions, the CTB is requested to consider and approve the increased request amount and increased timeframe to advertise projects selected through the prioritization process. The CTB will be presented with a resolution for a formal vote.

**Result, if Approved:** The localities will have the ability to apply for an annual allocation of up to \$1,500,000 and will have up to 12 months to advertise the project once they are notified funds have been allocated for their primary extension improvement projects.

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

**Public Comments/Reactions:**

VDOT worked with a Local Stakeholders Workgroup and that Workgroup supports the recommended changes to accommodate the federalizing of these primary extension pavements. A statewide webinar was also held that was available to all impacted localities that discussed these proposed changes.



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

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*Agenda Item #2*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

#### MOTION

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

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

#### **Title: Highway Naming: “Earl M. “Buddy” Heisler Memorial Highway”**

**WHEREAS**, James City County wishes to honor and memorialize Sergeant Earl M. “Buddy” Heisler for his exceptional service and ultimate sacrifice as a Sergeant and Deputy Sheriff for the County. Sgt. Heisler served the residents of James City County for over 6 years and was a devoted husband and father to his family and a devoted public servant to his community; and

**WHEREAS**, Sgt. Heisler was killed in the line of duty on September 19, 1978. He was the first and has been the only law enforcement officer killed in the line of duty in James City County. He left behind his wife Carol, his daughter Cindy, and his two sons, Earl and Billy. He and his family resided in the 4000 block of Centerville Road; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, James City County has requested, by resolution dated August 13, 2019, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life, service and contributions of Sergeant Earl M. “Buddy” Heisler, name Route 614, Centerville Road, from its intersection with Route 5000, Monticello Avenue to the intersection of Route 613, News Road (approximately 1.3 miles) in James City County as the “Earl M. “Buddy” Heisler Memorial Highway”; and

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

Resolution of the Board  
Highway Naming "Earl M. "Buddy" Heisler Memorial Highway"  
October 17, 2019  
Page 2 of 2  
named; and

**WHEREAS**, James City County has agreed to pay VDOT for the costs of producing, placing, and maintaining the signs calling attention to this naming.

**NOW THEREFORE BE IT RESOLVED**, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names Route 614, Centerville Road, from its intersection with Route 5000, Monticello Avenue to the intersection of Route 613, News Road (approximately 1.3 miles) in James City County as the "Earl M. "Buddy" Heisler Memorial Highway"; and

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

#####

## CTB Decision Brief

### Highway Naming: “Earl M. “Buddy” Heisler Memorial Highway”

**Issue:** Approval of the Commonwealth Transportation Board (CTB) is sought for the commemorative naming of Route 614, Centerville Road, from its intersection with Route 5000, Monticello Avenue to the intersection of Route 613, News Road (approximately 1.3 miles) in James City County as the “Earl M. “Buddy” Heisler Memorial Highway”, as requested by James City County.

**Facts:** The James City County Board of Supervisors enacted a resolution on August 13, 2019 memorializing the life, service and ultimate sacrifice of Sergeant Earl M. “Buddy” Heisler. Based on that resolution, Sergeant Heisler served the residents of James City County as a Sergeant and Deputy Sheriff for over six years. He and his family resided in the 4000 block of Centerville Road.

On September 19, 1978, Sgt. Heisler was killed in the line of duty. He was the first and has been the only law enforcement officer killed in the line of duty in James City County. He left behind his wife Carol, his daughter Cindy, and his two sons, Earl and Billy.

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

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

**Result if Approved:** Route 614, Centerville Road, from its intersection with Route 5000, Monticello Avenue to the intersection of Route 613, News Road (approximately 1.3 miles) in James City County will be named the “Earl M. “Buddy” Heisler Memorial Highway”, as requested by James City County. In accordance with § 33.2-213 of the *Code of Virginia*, James City County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

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

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

## **RESOLUTION**

### **HIGHWAY NAMING OF ROUTE 614, CENTERVILLE ROAD, IN JAMES CITY COUNTY,**

#### **FROM ROUTE 5000 TO ROUTE 613 NEWS ROAD**

#### **AS THE EARL M. "BUDDY" HEISLER MEMORIAL HIGHWAY**

WHEREAS, Earl M. "Buddy" Heisler, served the residents of James City County exceptionally in his role as a Sergeant and Deputy Sheriff; and

WHEREAS, Sgt. Heisler was the first and only law enforcement officer killed in the line of duty in James City County on September 19, 1978; and

WHEREAS, Sgt. Heisler was married to his wife Carol, and was the father of three children, a daughter, Cindy and two sons, Earl and Billy; and

WHEREAS, Sgt. Heisler served the residents of James City County in an exceptional manner for over six years and was devoted to both his family and this community; and

WHEREAS, Sgt. Heisler and his family resided in the 4000 block of Centerville Road; and

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

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

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, in accordance with Section 33.2-213 of the Code of Virginia, does hereby request that the CTB name the highway on Route 614, Centerville Road, in James City County, from Route 5000 to the intersection of Route 614 and Route 613 News Road, as the Earl M. "Buddy" Heisler MEMORIAL HIGHWAY.

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

*James O. Icenhour, Jr.*

James O. Icenhour, Jr.  
Chairman, Board of Supervisors

ATTEST:

*Teresa J. Fellows*  
Teresa J. Fellows  
Deputy Clerk to the Board

VOTES

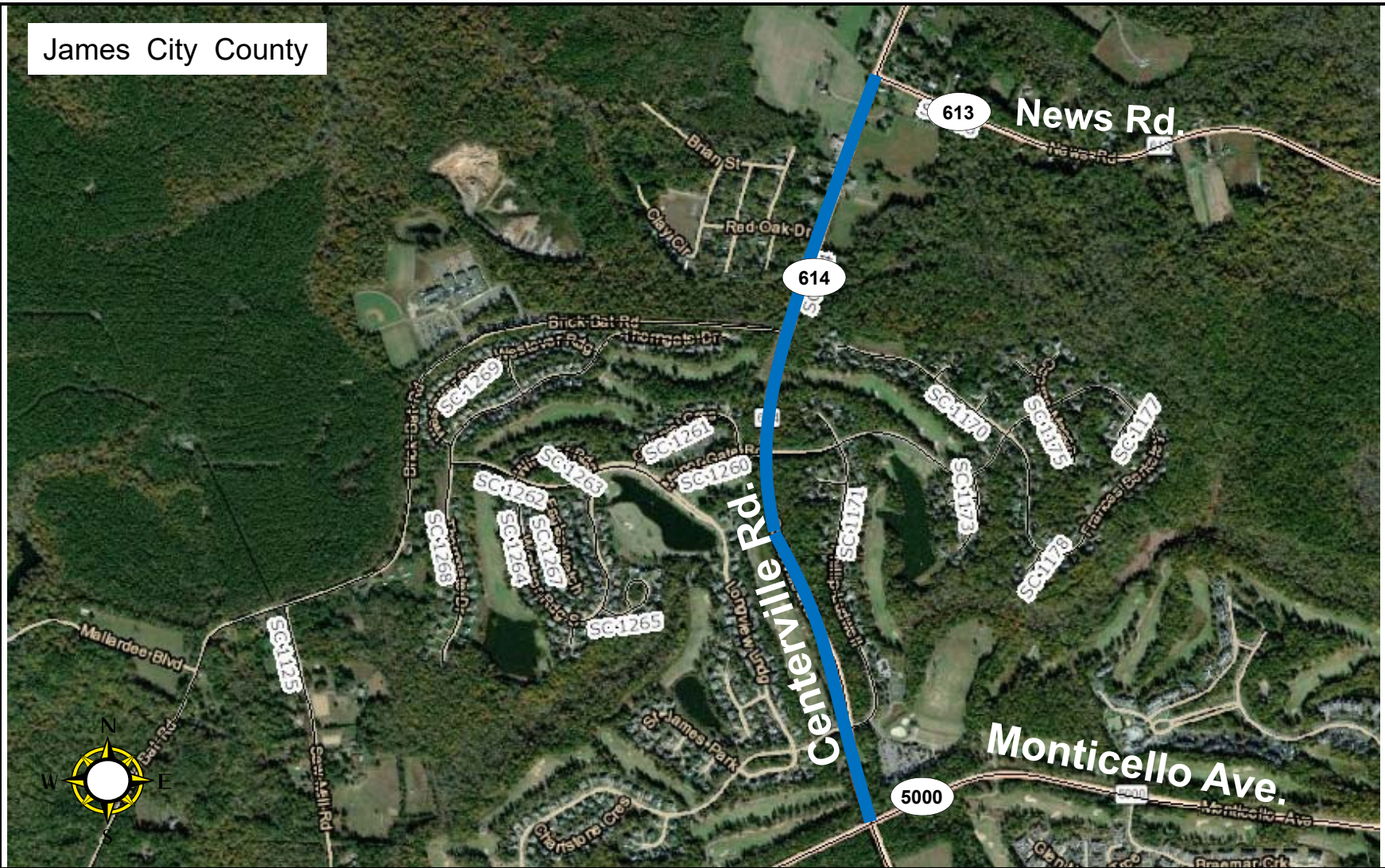
	<u>AYE</u>	<u>NAY</u>	<u>ABSTAIN</u>
HIPPLE	✓	—	—
LARSON	—	absent	—
SADLER	✓	—	—
MCGLENNON	✓	—	—
ICENHOUR	✓	—	—

Adopted by the Board of Supervisors of James City County, Virginia, this 13th day of August, 2019.

HeislerRd-res




James City County



Maintenance Division  
CTB Meeting October 17, 2019

James City County

Proposed Highway Segment Naming:  
**“Earl M. “Buddy” Heisler Memorial Highway”**

 Proposed Highway Naming



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

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*Agenda item #3*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

#### MOTION

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

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

#### **Title: Bridge Naming: “Grat Albert Keen Memorial Bridge”**

**WHEREAS**, the Buchanan County Board of Supervisors wishes to honor and memorialize the life and ultimate sacrifice of Corporal Grat Albert Keen. Mr. Keen was born in 1945 in Whitewood in Buchanan County. He was drafted into the United States Army and served during the Vietnam War, beginning his tour on July 31, 1967. Mr. Keen obtained the rank of Corporal serving in the Field Artillery, 54<sup>th</sup> Artillery Group, 7<sup>th</sup> Battalion, 8<sup>th</sup> Artillery, Battery A; and.

**WHEREAS**, while engaged in combat in Long An province, South Vietnam, Corporal Grat Albert Keen was killed in action on March 31, 1968, from wounds sustained from hostile artillery rocket mortar fire. Corporal Keen either received or may have been qualified for the Purple Heart, National Defense Service Medal, Vietnam Campaign Medal, Vietnam Service Medal, Distinguished Unit Citation, Vietnam Gallantry Cross Unit Citation, and the Good Conduct Medal. Additionally, Mr. Keen is honored on the Vietnam Veteran’s Memorial in Washington, D.C. with his name inscribed at VVM Wall, Panel 47e, Line 23; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, the Buchanan County Board of Supervisors has requested, by resolution dated September 9, 2019, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life of Mr. Keen, name the bridge on Route 635, Brown Mountain Road, over Laurel Creek, Buchanan County as the “Grat Albert Keen Memorial Bridge”; and

**WHEREAS**, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges,

Resolution of the Board

Bridge Naming: "Grat Albert Keen Memorial Bridge"

October 17, 2019

Page 2 of 2

interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named; and

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

**NOW THEREFORE, BE IT RESOLVED**, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 635, Brown Mountain Road, over Laurel Creek, Buchanan County as the "Grat Albert Keen Memorial Bridge"; and

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

####

## **CTB Decision Brief**

### **Bridge Naming: “Grat Albert Keen Memorial Bridge”**

**Issue:** Commemorative naming of the bridge on Route 635, Brown Mountain Road, over Laurel Creek, Buchanan County as the “Grat Albert Keen Memorial Bridge”.

**Facts:** Buchanan County enacted a resolution on September 9, 2019 to honor and memorialize the life and ultimate sacrifice of Corporal Grat Albert Keen. Mr. Keen was born in 1945 in Whitewood in Buchanan County. He was drafted into the United States Army and served during the Vietnam War, beginning his tour on July 31, 1967. Mr. Keen obtained the rank of Corporal serving in the Field Artillery, 54<sup>th</sup> Artillery Group, 7<sup>th</sup> Battalion, 8<sup>th</sup> Artillery, Battery A.

While engaged in combat in Long An province, South Vietnam, Corporal Grat Albert Keen was killed in action on March 31, 1968, from wounds sustained from hostile artillery rocket mortar fire. Corporal Keen either received or may have been qualified for the Purple Heart, National Defense Service Medal, Vietnam Campaign Medal, Vietnam Service Medal, Distinguished Unit Citation, Vietnam Gallantry Cross Unit Citation, and the Good Conduct Medal.

Mr. Keen is honored on the Vietnam Veteran’s Memorial in Washington, D.C. with his name inscribed at VVM Wall, Panel 47e, Line 23.

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

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

**Result if Approved:** The bridge on Route 635, Brown Mountain Road, over Laurel Creek, Buchanan County will be named as the “Grat Albert Keen Memorial Bridge”. In accordance with law and by local resolution, Buchanan County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

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

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



**Resolution**

**RE: Bridge Naming on Route 635 "Brown Mountain Road", over "Laurel Creek" in "Buchanan County" as the "Grat Albert Keen Memorial Bridge".**

**WHEREAS**, Mr. Grat Albert Keen was born in Whitewood, Buchanan County, Va. on January 22, 1945;

**WHEREAS**, Mr. Keen was drafted into the U.S. Army during the Vietnam War having begun his tour on July 31, 1967. Mr. Keen obtained the rank of Corporal serving in the Field Artillery, 54<sup>th</sup> Artillery Group, 7<sup>th</sup> Battalion, 8<sup>th</sup> Artillery, Battery A; and

**WHEREAS**; Mr. Keen while engaged in combat in Long An province, South Vietnam, died on March 31, 1968 from wounds sustained from hostile artillery rocket mortar fire; and

**WHEREAS**, Mr. Keen either received or may have been qualified for the Purple Heart, National Defense Service Medal, Vietnam Campaign Medal, Vietnam Service Medal, Distinguished Unit Citation, Vietnam Gallantry Cross Unit Citation, and Good Conduct Medal; and

**WHEREAS**, Mr. Keen is honored on the Vietnam Veteran's Memorial in Washington, DC with his name inscribed at VVM Wall, Panel 47e, Line 23; and

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that Buchanan County Board of Supervisors, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board name the bridge on Route 635, "Brown Mountain Road", over Laurel Creek in Buchanan County as the "Grat Albert Keen Memorial Bridge";

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

This resolution was adopted this the 9<sup>th</sup> day of September 2019 by the Buchanan County, Va., Board of Supervisors.

Recorded Vote:

Moved by: Harold H. Fuller

Seconded by: Craig Stithner

Yeas: 7

Nays: 0

J. Carroll Branham  
J. Carroll Branham, Chairman of the  
Buchanan County, Va. Board of Supervisors

ATTEST  
Robert Craig Horn  
Robert Craig Horn, County Administrator





Notes

**Location Reference**  
 Route 635 Mile Marker: 6.80  
 VA Structure #6054  
 37.2344 Latitude  
 -81.8627 Longitude

BUCHANAN COUNTY (013)  
 Route 635 Bridge Naming  
 "Grat Albert Keen Memorial Bridge"  
 Bridge over Dismal River







Maintenance Division

CTB MEETING: October 17, 2019

Buchanan County

Proposed Bridge Naming:

**"Grat Albert Keen Memorial Bridge"**



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

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*Agenda item #4*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

#### MOTION

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

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

#### **Title: Bridge Naming: "Gerald Wayne Cantrell Memorial Bridge"**

**WHEREAS**, the Buchanan County Board of Supervisors wishes to honor and memorialize the life and ultimate sacrifice of Specialist Gerald Wayne Cantrell. Mr. Cantrell was born in 1946 in Pilgrims Knob in Buchanan County. He was drafted into the United States Army and served during the Vietnam War, beginning his tour on October 20, 1968. Mr. Cantrell obtained the rank of Specialist Four, Light Weapons Infantry, serving with the 11<sup>th</sup> Light Infantry Brigade, 4<sup>th</sup> Battalion, 3<sup>rd</sup> Infantry, B Company; and

**WHEREAS**, while engaged in combat in Quang Ngai province, South Vietnam, Specialist Gerald Wayne Cantrell was killed in action on April 4, 1969, from small arms fire. Specialist Cantrell either received or may have been qualified for the Purple Heart, Combat Infantry Badge, National Defense Service Medal, Vietnam Campaign Medal, Vietnam Service Medal, Distinguished Unit Citation, Vietnam Gallantry Cross Unit Citation, and the Good Conduct Medal. Additionally, Mr. Cantrell is honored on the Vietnam Veteran's Memorial in Washington, D.C. with his name inscribed at VVM Wall, Panel 27w, Line 9; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, the Buchanan County Board of Supervisors has requested, by resolution dated September 9, 2019, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life of Mr. Cantrell, name the bridge on Route 680, Contrary Creek Road, over Dismal Creek, Buchanan County as the "Gerald Wayne Cantrell Memorial Bridge"; and

**WHEREAS**, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges,



Resolution of the Board

Bridge Naming: "Gerald Wayne Cantrell Memorial Bridge"

October 17, 2019

Page 2 of 2

interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named; and

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

**NOW THEREFORE, BE IT RESOLVED**, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 680, Contrary Creek Road, over Dismal Creek, Buchanan County as the "Gerald Wayne Cantrell Memorial Bridge"; and

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

####

## **CTB Decision Brief**

Bridge Naming: “Gerald Wayne Cantrell Memorial Bridge”

**Issue:** Commemorative naming of the bridge on Route 680, Contrary Creek Road, over Dismal Creek, Buchanan County as the “Gerald Wayne Cantrell Memorial Bridge”.

**Facts:** Buchanan County enacted a resolution on September 9, 2019 to honor and memorialize the life and ultimate sacrifice of Specialist Gerald Wayne Cantrell. Mr. Cantrell was born in 1946 in Pilgrims Knob in Buchanan County. He was drafted into the United States Army and served during the Vietnam War, beginning his tour on October 20, 1968. Mr. Cantrell obtained the rank of Specialist Four, Light Weapons Infantry, serving with the 11<sup>th</sup> Light Infantry Brigade, 4<sup>th</sup> Battalion, 3<sup>rd</sup> Infantry, B Company.

While engaged in combat in Quang Ngai province, South Vietnam, Specialist Gerald Wayne Cantrell was killed in action on April 4, 1969, from small arms fire. Specialist Cantrell either received or may have been qualified for the Purple Heart, Combat Infantry Badge, National Defense Service Medal, Vietnam Campaign Medal, Vietnam Service Medal, Distinguished Unit Citation, Vietnam Gallantry Cross Unit Citation, and the Good Conduct Medal.

Mr. Cantrell is honored on the Vietnam Veteran’s Memorial in Washington, D.C. with his name inscribed at VVM Wall, Panel 27w, Line 9.

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

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

**Result if Approved:** The bridge on Route 680, Contrary Creek Road, over Dismal Creek, Buchanan County will be named as the “Gerald Wayne Cantrell Memorial Bridge”. In accordance with law and by local resolution, Buchanan County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

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

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

RESOLUTION

**RE: Bridge Naming on Route 680 "Contrary Creek Road" over "Dismal Creek" in "Buchanan County" as the "Gerald Wayne Cantrell Memorial Bridge"**

**WHEREAS**, Mr. Gerald Wayne Cantrell was born on November 10, 1946 in Pilgrims Knob, Buchanan County, Va; and

**WHEREAS**, Mr. Cantrell was drafted into the U.S. Army and served during the Vietnam War having begun his tour on October 20, 1968. Mr. Cantrell obtained the rank of Specialist Four, Light Weapons Infantry, serving with the 11<sup>th</sup> Light Infantry Brigade, 4<sup>th</sup> Battalion, 3<sup>rd</sup> Infantry, B Company; and

**WHEREAS**; Mr. Cantrell while engaged in combat in Quang Ngai province, South Vietnam on April 4, 1969 died from small arms fire; and

**WHEREAS**, Mr. Cantrell either received or may have been qualified for the Purple Heart, Combat Infantry Badge, National Defense Service Medal, Vietnam Campaign Medal, Vietnam Service Medal, Distinguished Unit Citation, Vietnam Gallantry Cross Unit Citation, and Good Conduct Medal; and

**WHEREAS**, Mr. Cantrell is honored on the Vietnam Veteran's Memorial in Washington, DC with his name inscribed at VVM Wall, Panel 27w, Line 9; and

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that Buchanan County Board of Supervisors, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board name the bridge on Route 680, "Contrary Creek Road", over Dismal Creek in Buchanan County as the "Gerald Wayne Cantrell Memorial Bridge";

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

This resolution was adopted this the 9<sup>th</sup> day of September 2019 by the Buchanan County, Va., Board of Supervisors.

Recorded Vote:

Moved by: Harold H. Fuller

Seconded by: Craig Skilmer

Yeas: 7

Nays: 0

J. Carroll Branham  
J. Carroll Branham, Chairman

Buchanan County, Va. Board of Supervisors

Attest: Robert Craig Horn

Robert Craig Horn, County Administration





Virginia Geographic Information Network (VGIN), VDOT, F.D, CO, Richmond, VA, GIS SIG, Annex, 3th floor

Notes

**Location Reference**  
Route 680 Mile Marker: 4.76  
VA Structure #6257  
32.23863503 Latitude  
-81.81257712 Longitude

BUCHANAN COUNTY (013)  
Route 680 Bridge Naming  
"Gerald Wayne Cantrell Memorial Bridge"  
Bridge over Dismal Creek





Buchanan County

638

710

Proposed Bridge Naming  
"Gerald Wayne Cantrell  
Memorial Bridge"

Contrary Creek Rd.

731

680



Maintenance Division

CTB MEETING: October 17, 2019

Buchanan County

Proposed Bridge Naming:  
**"Gerald Wayne Cantrell Memorial Bridge"**



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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Fax: (804) 786-2940

*Agenda item #5*

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

**October 17, 2019**

#### **MOTION**

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

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

#### **Title: Bridge Naming: "Roy Dean Wimmer Memorial Bridge"**

**WHEREAS**, the Buchanan County Board of Supervisors wishes to honor and memorialize the life and ultimate sacrifice of Private First Class Roy Dean Wimmer. Mr. Wimmer was born in 1948 in Whitewood in Buchanan County. He was drafted into the United States Army and served during the Vietnam War, beginning his tour on February 16, 1969. Mr. Wimmer obtained the rank of Private First Class serving in the Field Artillery, with the 1<sup>st</sup> Cavalry Division, 1<sup>st</sup> Battalion, 30<sup>th</sup> Artillery, Battery A; and.

**WHEREAS**, while engaged in combat in Grant, South Vietnam, Tay Ninh province, Private First Class Roy Dean Wimmer sustained multiple fragmentation wounds which resulted in the loss of his life on March 8, 1969. Private First Class Wimmer either received or may have been qualified for the Purple Heart, Combat Infantryman Badge, National Defense Service Medal, Vietnam Campaign Medal, Vietnam Service Medal, Distinguished Unit Citation, Vietnam Gallantry Cross Unit Citation, and the Good Conduct Medal.. Additionally, Mr. Keen is honored on the Vietnam Veteran's Memorial in Washington, D.C. with his name inscribed at VVM Wall, Panel 47e, Line 23; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, the Buchanan County Board of Supervisors has requested, by resolution dated September 9, 2019, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life of Mr. Wimmer, name the bridge on Route 638, Dismal River Road, over Lynn Camp Creek, Buchanan County as the "Roy Dean Wimmer Memorial Bridge"; and

Resolution of the Board  
Bridge Naming: "Roy Dean Wimmer Memorial Bridge"  
October 17, 2019  
Page 2 of 2

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

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

**NOW THEREFORE, BE IT RESOLVED**, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 638, Dismal River Road, over Lynn Camp Creek, Buchanan County as the "Roy Dean Wimmer Memorial Bridge"; and

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

#####

## **CTB Decision Brief**

### **Bridge Naming: “Roy Dean Wimmer Memorial Bridge”**

**Issue:** Commemorative naming of the bridge on Route 638, Dismal River Road, over Lynn Camp Creek, Buchanan County as the “Roy Dean Wimmer Memorial Bridge”.

**Facts:** Buchanan County enacted a resolution on September 9, 2019 to honor and memorialize the life and ultimate sacrifice of Private First Class Roy Dean Wimmer. Mr. Wimmer was born in 1948 in Whitewood in Buchanan County. He was drafted into the United States Army and served during the Vietnam War, beginning his tour on February 16, 1969. Mr. Wimmer obtained the rank of Private First Class serving in the Field Artillery with the 1<sup>st</sup> Cavalry Division, 1<sup>st</sup> Battalion, 30<sup>th</sup> Artillery, Battery A.

While engaged in combat in Grant, South Vietnam, Tay Ninh province, Private First Class Roy Dean Wimmer sustained multiple fragmentation wounds which resulted in the loss of his life on March 8, 1969. Private First Class Wimmer either received or may have been qualified for the Purple Heart, Combat Infantryman Badge, National Defense Service Medal, Vietnam Campaign Medal, Vietnam Service Medal, Distinguished Unit Citation, Vietnam Gallantry Cross Unit Citation, and the Good Conduct Medal.

Mr. Wimmer is honored on the Vietnam Veteran’s Memorial in Washington, D.C. with his name inscribed at VVM Wall, Panel 30w, Line 83.

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

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

**Result if Approved:** The bridge on Route 638, Dismal River Road, over Lynn Camp Creek, Buchanan County will be named as the “Roy Dean Wimmer Memorial Bridge”. In accordance with law and by local resolution, Buchanan County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

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

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



RESOLUTION

Re: Bridge Naming on Route 638 "Dismal River Road", over "Lynn Camp Creek" in "Buchanan County" as the "Roy Dean Wimmer Memorial Bridge".

WHEREAS, Mr. Roy Dean Wimmer was born on April 22, 1948 in Whitewood, Virginia; and

WHEREAS, Mr. Wimmer was drafted into the U.S. Army and served during the Vietnam War having begun his tour on February 16, 1969. Mr. Wimmer obtained the rank of Private First Class and served in the Field Artillery, with the 1st Cavalry Division, 1st Battalion, 30th Artillery, A Battery; and

WHEREAS, Mr. Wimmer while engaged in combat in Grant, South Vietnam, Tay Ninh province sustained multiple fragmentation wounds which resulted in the loss of his life on March 8, 1969; and

WHEREAS, Mr. Wimmer either received or may have been qualified for the Purple Heart, Combat Infantryman Badge, National Defense Service Medal, Vietnam Campaign Medal, Vietnam Service Medal, Distinguished Unit Citation, Vietnam Gallantry Cross Unit Citation and Good Conduct Medal; and

WHEREAS, Mr. Wimmer is honored on the Vietnam Veteran's Memorial in Washington, DC with his name inscribed at VVM Wall, Panel 30w, Line 83;

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

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

NOW, THEREFORE, BE IT RESOLVED, that Buchanan County Board of Supervisors, in accordance with the requirements of Section 33.2-213 of the Code of Virginia, does hereby request that the Commonwealth Transportation Board name the bridge on Route 638, "Dismal River Road", over Lynn Camp Creek in Buchanan County as the "Roy Dean Wimmer Memorial Bridge";

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

This resolution was adopted this the 9th day of September 2019 by the Buchanan County, Va., Board of Supervisors.

Recorded Vote:

Moved by: Harold H. Fuller

Seconded by: Craig Stitner

Yeas: 7

Nays: 0

J. Carroll Branham  
J. Carroll Branham, Chairman of the  
Buchanan County, Va. Board of Supervisors

ATTEST:  
Robert Craig Horn  
Robert Craig Horn, County Administrator





Virginia Geographic Information Network (VGIN), VDOT, ITD, CO, Richmond, VA, GIS SIG, Annex, 3th floor

Notes

**Location Reference**  
Route 638 Mile Marker: 16.33  
VA Structure #6288  
37.24315 Latitude  
-81.87172 Longitude

BUCHANAN COUNTY (013)  
Route 638 Bridge Naming  
"Roy Dean Wimmer Memorial Bridge"  
Bridge over Lynn Camp Creek







Buchanan County

638

635

SC 635

Wimmer Gap Rd.

Lynn Camp Creek

Proposed Bridge Naming  
"Roy Dean Wimmer  
Memorial Bridge"

638

Norfolk Southern Railroad

Dismal River Rd.



Maintenance Division  
CTB MEETING: October 17, 2019

Buchanan County

Proposed Bridge Naming:  
**"Roy Dean Wimmer Memorial Bridge"**



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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*Agenda item # 6*

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

**October 17, 2019**

#### **MOTION**

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

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

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

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

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

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

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

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

Resolution of the Board  
Addition of Projects to the SYIP  
October 17, 2019  
Page 2 of 2

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

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

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

#####

## CTB Decision Brief

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

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

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

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

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to add the projects listed in Appendix A to the Program for FY 2020–2025 to meet the CTB’s statutory requirements.

**Result, if Approved:** If the resolution is approved, the projects listed in Appendix A will be added to the Program for FY 2020-2025.

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

**Public Comments/Reactions:** None

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

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
NA	116155	Bristol	Abingdon	81	I-81 Corridor (ID 2) NB MM 19.2 Decel Lane	\$ 2,546,030	\$ 2,546,030	\$0	Interstate Corridor Funds	Yes
NA	116156	Bristol	Washington County	81	I-81 Corridor (ID # 3) NB MM32.4 Truck Climbing Lane	\$ 23,916,180	\$ 23,916,180	\$0	Interstate Corridor Funds	Yes
NA	116157	Bristol	Smyth County	81	I-81 Corridor (ID #4) NB MM 39.5 Add Truck Climbing Lane	\$ 21,618,865	\$ 21,618,865	\$0	Interstate Corridor Funds	Yes
NA	116159	Bristol	Smyth County	81	I-81 Corridor (ID #5) NB MM 38.9 Extend Decel Lane	\$ 2,071,030	\$ 2,071,030	\$0	Interstate Corridor Funds	Yes
NA	116161	Bristol	Smyth County	81	I-81 Corridor (ID # 7) NB MM 48.1 Extend Accel lane	\$ 19,303,220	\$ 19,303,220	\$0	Interstate Corridor Funds	Yes
NA	116162	Bristol	Wytheville	81	I-81 Corridor (ID # 8) NB MM 67.3 Extend Accel lane	\$ 3,647,420	\$ 3,647,420	\$0	Interstate Corridor Funds	Yes
NA	116164	Bristol	Wytheville	81	I-81 Corridor (ID # 11) NB MM 73.0 Decel and Loop	\$ 22,118,865	\$ 22,118,865	\$0	Interstate Corridor Funds	Yes
NA	116165	Bristol	Wythe County	81	I-81 Corridor (ID # 12) SB MM 84.3 Extend Decel Lane	\$ 3,156,921	\$ 3,156,921	\$0	Interstate Corridor Funds	Yes
NA	116169	Bristol	Smyth County	81	I-81 Corridor (ID # 15) SB MM 54.1 Extend Ramp to Rest Area	\$ 5,794,536	\$ 5,794,536	\$0	Interstate Corridor Funds	Yes
NA	116158	Bristol	Smyth County	81	I-81 Corridor (ID16) SB MM 47.4 Extend Accel Lane	\$ 4,470,563	\$ 4,470,563	\$0	Interstate Corridor Funds	Yes
NA	116167	Bristol	Smyth County	81	I-81 Corridor (ID 17) SB MM 42.8 Extend Accel Lane	\$ 4,189,720	\$ 4,189,720	\$0	Interstate Corridor Funds	Yes
NA	116174	Bristol	Smyth County	81	I-81 Corridor (ID # 19) MM 39.4 Extend Decel Lane	\$ 1,617,036	\$ 1,617,036	\$0	Interstate Corridor Funds	Yes
NA	116173	Bristol	Smyth County	81	I-81 Corridor (ID # 20) SB MM 38.7 Extend Accel Lane	\$ 6,106,170	\$ 6,106,170	\$0	Interstate Corridor Funds	Yes
NA	116172	Bristol	Washington County	81	I-81 Corridor (ID # 21) SB MM 34.0 Truck Climbing Lane	\$ 18,938,545	\$ 18,938,545	\$0	Interstate Corridor Funds	Yes
NA	116171	Bristol	Abingdon	81	I-81 Corridor (ID # 26) SB MM 16.6 Extend Accel Lane	\$ 3,704,108	\$ 3,704,107	\$0	Interstate Corridor Funds	Yes
NA	116170	Bristol	Washington County	81	I-81 Corridor (ID # 27) SB MM 8.1 Widen to three lanes	\$ 37,116,200	\$ 37,116,200	\$0	Interstate Corridor Funds	No
NA	115730	Hampton Roads	Chesapeake	664	I-664 NB & SB Western Branch Signing	\$ 12,392	\$ 12,392	\$0	Local Accounts Receivable	Yes
NA	TBD	Richmond	Districtwide	NA	Ashland to Petersburg Trail	\$ 4,000,000	\$ 4,000,000	\$0	Intoxicated Driver Penalty	Yes
NA	116201	Salem	Roanoke County	81	#I-81 CIP - MM 144 to Exit 150 adding NB and SB lanes	\$ 322,157,080	\$ 61,753,790	\$260,403,290	Interstate Corridor Funds	No
NA	116202	Salem	Botetourt County	81	#I-81 CIP - Extend lanes at Troutville Safety Rest Area	\$ 10,042,040	\$ 10,042,040	\$0	Interstate Corridor Funds	Yes
NA	116203	Salem	Roanoke County	81	#I-81 - MM136 to MM139 adding lane in each direction	\$ 174,608,365	\$ 82,569,556	\$92,038,809	Interstate Corridor Funds	No

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

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
NA	115937	Salem	Roanoke County	81	#I-81 CIP -- MM139 to MM141 adding lane in each direction	\$ 117,871,895	\$ 97,871,895	\$20,000,000	Interstate Corridor Funds	No
NA	116277	Staunton	Augusta County	81	NB I-81 MM 233 to 237, WEYERS CAVE TCL (Study ID #44)	\$ 100,798,170	\$ 95,798,170	\$5,000,000	Interstate Corridor Funds	No
NA	116270	Staunton	Shenandoah County	81	NB I-81 Exit 291 Extend ACCELERATION LANE (Study ID #46)	\$ 3,392,569	\$ 3,392,569	\$0	Interstate Corridor Funds	Yes
NA	116236	Staunton	Frederick County	81	I-81 NB EXIT 302 EXTEND ACCELERATION LANE (Study ID #47)	\$ 2,418,000	\$ 2,418,000	\$0	Interstate Corridor Funds	Yes
NA	116268	Staunton	Shenandoah County	81	SB I-81 MM 296 to 299, 3-LANE WIDENING (Study ID #50)	\$ 117,561,402	\$ 97,561,402	\$20,000,000	Interstate Corridor Funds	No
NA	116244	Staunton	Shenandoah County	81	I-81 SB EXIT 296 EXTEND ACCELERATION LANE (Study ID #51)	\$ 1,647,718	\$ 1,647,718	\$0	Interstate Corridor Funds	Yes
NA	116243	Staunton	Shenandoah County	81	I-81 SB EXIT 279 EXTEND ACCELERATION LANE (Study ID #53)	\$ 2,248,000	\$ 2,248,000	\$0	Interstate Corridor Funds	Yes
NA	116278	Staunton	Augusta County	81	SB I-81 MM 234 to 236, WEYERS CAVE TCL (Study ID #55)	\$ 29,581,960	\$ 10,765,797	\$18,816,163	Interstate Corridor Funds	No
NA	116279	Staunton	Augusta County	81	SB I-81 MM 221 to 220, AUXILIARY LANE (Study ID #58)	\$ 14,326,755	\$ 14,326,755	\$0	Interstate Corridor Funds	Yes
NA	116245	Staunton	Rockbridge County	81	I-81 SB EXIT 205 EXTEND ACCELERATION LANE (Study ID #59)	\$ 3,483,323	\$ 3,483,323	\$0	Interstate Corridor Funds	Yes
NA	116269	Staunton	Augusta County	81	NB & SB I-81 MM 221 to 225, 3-LANE WIDENING (Study ID #61)	\$ 140,209,650	\$ 122,060,585	\$18,149,065	Interstate Corridor Funds	No
NA	116280	Staunton	Harrisonburg	81	NB & SB I-81 MM 242 to 248, 3-LANE WIDENING (Study ID #62)	\$ 272,074,995	\$ 155,574,995	\$116,500,000	Interstate Corridor Funds	No
NA	T-23458	Staunton	Clarke County	7	ROUTE 7 WEST BOUND RAMP WIDENING TO ROUTE 340 NORTH	\$ 50,000	\$ 50,000	\$0	STP <5K	Yes
NA	T-23459	Staunton	Clarke County	7	ROUTE 7 DYNAMIC FLASHERS AT ROUTE 601 INTERSECTION	\$ 100,000	\$ 100,000	\$0	STP <5K	Yes
NA	T-23460	Staunton	Clarke County	9999	Enhanced Law Enforcement Route 9 Closure	\$ 21,472	\$ 21,472	\$0	STP <5K	Yes





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Richmond, Virginia 23219

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Agenda item # 7

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

MOTION

Made By: Seconded By:

Action:

Title: FY20-25 Six-Year Improvement Program Transfers
for August 17, 2019 through September 20, 2019

WHEREAS, Section 33.2-214(B) of the Code of Virginia requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. On June 19, 2019, a resolution was approved to allocate funds for the Fiscal Years 2020 through 2025 Program; and

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

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

Resolution of the Board

FY20-25 Six-Year Improvement Program Transfers for August 17, 2019 through September 20, 2019

October 17, 2019

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

### FY2020-2025 Six-Year Improvement Program Transfers for August 17, 2019 through September 20, 2019

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

**Facts:** On June 19, 2019, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2020 through 2025 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from August 17, 2019 through September 20, 2019 is attached.

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

**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2020– 2025 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

Decision Brief

FY20-25 Six-Year Improvement Program Transfers for August 17, 2019 through September 20, 2019

October 17, 2019

Page 2 of 2

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

**Public Comments/Reactions:** None

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

NEW	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	Bridge Repl-Glade Road over Reed Creek (Fed ID 19734), Bridge Repl-Water St over Beaver Dam Creek (Fed ID 19212)	104902, 104994	Bristol	Bridge Repl-Skydusky Rd over Walker Crk (Fed ID 3071)	104901	CTB Formula - Bridge State (CS0110), STP Bridge (CF2200), STP Bridge Soft Match (CF2201), STP BROS (CF2210), STP BROS Soft Match (CF2211)	2,115,001	3,103,449	2,700,001	78.3%	Transfer of surplus funds recommended by District and Structure and Bridge Division from a scheduled projects to fund a scheduled project.
	2	Statewide	INTERSTATE ROUTE 81 SYIP BALANCE ENTRY	115762	Bristol	SWRO TOC FLOOR OPERATIONS	T23397	I-81 Corridor Funds - State (CS9181)	970,261	970,261	970,261	100.0%	Transfer of surplus funds recommended by District from the Statewide Interstate Route 81 Balance Entry line item to fund a scheduled project.
	3	Statewide	INTERSTATE ROUTE 81 SYIP BALANCE ENTRY	115762	Bristol	SWRO SSP	T23400	I-81 Corridor Funds - State (CS9181)	7,432,790	7,432,790	7,432,790	100.0%	Transfer of surplus funds recommended by District from the Statewide Interstate Route 81 Balance Entry line item to fund a scheduled project.
	4	Statewide	INTERSTATE ROUTE 81 SYIP BALANCE ENTRY	115762	Bristol	SWRO MGMT FEE FOR NEW CMS & CAMERAS FY20-25	T23404	I-81 Corridor Funds - State (CS9181)	158,748	158,748	158,748	100.0%	Transfer of surplus funds recommended by District from the Statewide Interstate Route 81 Balance Entry line item to fund a scheduled project.
	5	Statewide	INTERSTATE ROUTE 81 SYIP BALANCE ENTRY	115762	Bristol	SWRO MAINTENANCE FOR NEW CMS & CAMERAS FY20-25	T23407	I-81 Corridor Funds - State (CS9181)	1,346,025	1,346,025	1,346,024	100.0%	Transfer of surplus funds recommended by District from the Statewide Interstate Route 81 Balance Entry line item to fund a scheduled project.
	6	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	HRBT Switchgear Installation	103344	CTB Formula - High Priority Federal (CF1120), CTB Formula - High Priority Soft Match (CF1121), NHPP Statewide 90/10 (CF1100) , NHPP Statewide 90/10 Soft Match (CF1101) , STP Statewide 80/20 (CF2100), STP Statewide Soft Match 80/20 (CF2101)	3,272,379	19,739,002	23,272,758	16.6%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a completed project.
	7	Hampton Roads	Wayfinding Signs, Phase 2	84365	Hampton Roads	Briarfield Sidewalk	108980	CMAQ Federal - Access : Hampton Roads MPO (CNF214), CMAQ Match - Access : Hampton Roads MPO (CNS214)	214,907	814,907	814,907	26.4%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a scheduled project.
	8	Hampton Roads	Citywide Wayfinding Sign Project - Phase 3, Wayfinding Signs, Phase 2	97719, 84365	Hampton Roads	Warwick Boulevard Sidewalk Widening	108981	CMAQ Federal - Access : Hampton Roads MPO (CNF214), CMAQ Federal Urban : Hampton Roads MPO (CNF214), CMAQ Match - Access : Hampton Roads MPO (CNS214), CMAQ Match - Urban : Hampton Roads MPO (CNS214)	616,821	1,116,821	1,116,821	55.2%	Transfer of surplus funds recommended by District and MPO from completed projects to fund a scheduled project
	9	Northern Virginia	#SMART18 - ROUTE 29 WIIDENING - PH II	110329	Northern Virginia	LEE HIGHWAY PEDESTRIAN IMPROVEMENTS	113518	Concession Funds (CSC210)	759,000	2,084,000	2,084,000	36.4%	Transfer of surplus funds recommended by District from the District Concession Fund Balance Entry line item to fund a scheduled project.
	10	Salem	Roanoke MPO Regional STP (RSTP) Balance Entry	104126	Salem	GLADE CREEK GREENWAY, PHASE 2	109611	Roanoke HIP &gt;200k Federal (CFM490), Roanoke HIP &gt;200k Soft Match (CFM491)	140,652	662,789	662,789	21.2%	Transfer of surplus funds recommended by District from the Districts RSTP Balance Entry line item to fund a scheduled project.
	11	Statewide	INTERSTATE ROUTE 81 SYIP BALANCE ENTRY	115762	Staunton	NWRO TOC Floor Operations	T23395	I-81 Corridor Funds - State (CS9181)	970,261	970,261	970,261	100.0%	Transfer of surplus funds recommended by District from the Statewide Interstate Route 81 Balance Entry line item to fund a scheduled project.

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

NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	12	Statewide	INTERSTATE ROUTE 81 SYIP BALANCE ENTRY	115762	Staunton	NWRO SSP	T23399	I-81 Corridor Funds - State (CS9181)	8,494,617	8,494,617	8,494,617	100.0%	Transfer of surplus funds recommended by District from the Statewide Interstate Route 81 Balance Entry line item to fund a scheduled project.
	13	Statewide	INTERSTATE ROUTE 81 SYIP BALANCE ENTRY	115762	Staunton	NWRO MGMT FEE FOR NEW CMS & CAMERAS FY20-25	T23402	I-81 Corridor Funds - State (CS9181)	94,128	94,128	94,128	100.0%	Transfer of surplus funds recommended by District from the Statewide Interstate Route 81 Balance Entry line item to fund a scheduled project.
	14	Statewide	INTERSTATE ROUTE 81 SYIP BALANCE ENTRY	115762	Staunton	NWRO MAINTENANCE FOR NEW CMS & CAMERAS FY20-25	T23405	I-81 Corridor Funds - State (CS9181)	1,137,924	1,137,924	1,137,923	100.0%	Transfer of surplus funds recommended by District from the Statewide Interstate Route 81 Balance Entry line item to fund a scheduled project.
	15	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Statewide	#81CIP - Project Refinement - Bristol District	116213	CTB Formula - High Priority State (CS0120)	1,000,000	1,000,000	1,000,000	100.0%	Transfer of surplus funds recommended by the District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
	16	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Statewide	#81CIP - Project Refinement - Salem District	116214	CTB Formula - High Priority State (CS0120)	2,000,000	2,000,000	2,000,000	100.0%	Transfer of surplus funds recommended by the District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
	17	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Statewide	#81CIP - Project Refinement - Staunton District	116215	CTB Formula - High Priority State (CS0120)	2,000,000	2,000,000	2,000,000	100.0%	Transfer of surplus funds recommended by the District from the Statewide SYIP Balance Entry line item to fund a scheduled project.

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

NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	A	Fredericksburg	#HB2.FY17 HWY CONST DISTRICT GRANT PRGM - FREDERICKSBURG , FREDERICKSBURG DGP DEALLOCATION BALANCE ENTRY	T15985, T21762	Fredericksburg	#HB2.FY17 - ROUTE 1 at POTOMAC CREEK DR TURN LANE	111753	DGP - NHPP (GF1100), DGP - NHPP Soft Match (GF1101)	203,090	2,179,428	1,976,338	9.3%	Transfer of surplus funds recommended by District from the District DGP SYIP and Deallocation Balance Entry line items to fund a scheduled project.
	B	Hampton Roads	CITY OF NEWPORT NEWS - OAKLAND INDUSTRIAL PARK/SIDEWALK	52349	Hampton Roads	OAKLAND INDUSTRIAL PARK SIDEWALK, PHASE 2	100856	CMAQ Federal - Access : Hampton Roads MPO (CNF214)	25,238	689,997	689,997	3.7%	Transfer of surplus funds recommended by District and MPO from a completed project to an underway project.
	C	Hampton Roads	Williamsburg Transit Authority (WATA) New Route	T10862	Hampton Roads	Hybrid Bus Purchase	T11780	CMAQ - DRPT : Hampton Roads (NP5M30), CMAQ : Hampton Roads (CF5M30), CMAQ Match - DRPT : Hampton Roads (NP5M31)	75,000	4,887,222	6,480,000	1.5%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a scheduled project.
	D	Lynchburg	LYNCHBURG DGP DEALLOCATION BALANCE ENTRY	T21764	Lynchburg	#SMART18 #SGR - RTE 622 - RECONSTRUCTION	5542	DGP - State (GS0100)	571,812	11,600,864	11,029,052	4.9%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project.
	E	Northern Virginia	#SMART18 - ROUTE 29 WIDENING - PH II; ROUTE 29 WIDENING - PH I	110329, 110330	Northern Virginia	I-66 MEDIAN WIDENING FOR WMATA ORANGE LINE ACCOMODATION	112778	Concession Funds (CSC210)	3,150,736	57,500,000	57,500,000	5.5%	Transfer of surplus funds recommended by District and NVTA from a scheduled and completed project to fund an underway project.



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 8*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

#### MOTION

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

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

#### **Title: Statewide Abandonment and Transfer – Primary System of State Highways**

**WHEREAS**, pursuant to §33.2-902 *Code of Virginia*, the Commissioner of Highways was provided with intent petition to abandon from the Primary System of State Highways the southern portion of Route 386 in Mecklenburg County. This road segment exists solely to serve one property owner. The road segment's total distance of 0.06 mile is

- (a) no longer necessary as a public road, and
- (b) no longer provides a public convenience that warrants maintenance at public expense;  
and

**WHEREAS**, the Mecklenburg County Board of Supervisors supports the Commissioner of Highways' action to abandon from the Primary System of State Highways that portion of Route 386 serving the one property owner, pursuant to §33.2-902, and has approved a resolution, attached hereto as Exhibit A, expressing its support for the abandonment of such segment of Route 386, as seen in the map attached hereto as Exhibit B; and



**WHEREAS**, the Virginia Department of Transportation (VDOT) posted notice, attached hereto as Exhibit C, of the intent to abandon such segment on behalf of the Commonwealth Transportation Board (Board), and such posting was done in accordance with § 33.2-902, and VDOT received no requests for public hearing on the matter; and

**WHEREAS**, a primary highway that is no longer providing sufficient public convenience to warrant maintenance at public expense may be abandoned by the Board, pursuant to §33.2-902, *Code of Virginia* 1950, as amended; and

**WHEREAS**, the Mecklenburg County Board of Supervisors has requested that the Board transfer the remaining 0.93 mile segment of Route 386 from the state Primary system to the Secondary system, pursuant to §33.2-315, and which is expressed by resolution, attached hereto as Exhibit A.

**Primary System of State Highways**

**NOW THEREFORE, BE IT RESOLVED**, that the roadway segment identified below is hereby ordered abandoned as part of Primary system of state highways, pursuant to § 33.2-902 and the remaining roadway segment identified below is hereby transferred from the Primary system to the Secondary system pursuant to § 33.2-315, *Code of Virginia*, 1950, as amended.

**Abandonment**

Richmond District

Mecklenburg County

- Route 386 – Segment B – C 0.06 Mi.

**Total Mileage Abandoned from the Primary System: 0.06 Mi.**

**Transfer**

Richmond District

Mecklenburg County

- Route 386 – Segment A – B 0.93 Mi.

**Total Mileage Transferred from the Primary System: 0.93 Mi.**

#####

## CTB Decision Brief

### Abandonment and Transfer of Route 386 Located in Mecklenburg County

**Issue:** An interested landowner has requested the Commonwealth Transportation Board abandon 0.06 mile of Route 386 in Mecklenburg County. The Mecklenburg County Board of Supervisors relatedly requests the transfer of the remaining 0.93 mile segment of Route 386 from the state's Primary system to the Secondary system.

**Facts:** Route 386 formerly served a Department of Corrections (DOC) facility. The DOC has closed the facility and disposed of the property. The portion of Route 386 that solely serves the owner of that disposed DOC property, and which is a total distance of 0.06 miles, is no longer necessary as a public road. The remainder of this current state Institutional road serves a DOC training facility and a private sector facility.

The Mecklenburg County Board of Supervisors approved a resolution on August 26, 2019 (Exhibit A, attached), supporting the abandonment of a 0.06 mile portion of Route 386 (segment shown in "Blue" on Exhibit B, attached).

In the same resolution, the Mecklenburg County Board of Supervisors requested the transfer of a 0.93 mile portion of Route 386 (segment shown in "Orange" on Exhibit B, attached) from the Primary system to the Secondary system.

Upon review of the area, VDOT staff determined the 0.06 mile portion should be abandoned as a part of the Primary System of State Highways, pursuant to § 33.2-902 of the *Code of Virginia*, since no public necessity exists for the continuance of the segment as a public road.

Upon review of the area, VDOT staff determined the 0.93 mile portion should be transferred from the Primary System of State Highways to the Secondary System of State Highways, pursuant to § 33.2-315 of the *Code of Virginia*.

Pursuant to and in accordance with § 33.2-902 of the *Code of Virginia*, VDOT published a "Notice of Intent to Abandon" in *The Free Lance Star* publication (Exhibit C, attached) on August 26, 2019. No requests for public hearing were submitted during the requisite 30-day timeframe.

**Recommendations:** VDOT recommends the Commonwealth Transportation Board approve the abandonment of the 0.06 mile portion of Route 386 and the transfer of the 0.93 mile segment from the Primary system to the Secondary system referenced above.

**Action Required by CTB:** The *Code of Virginia* requires a majority of the Board's members to approve the changes proposed in this brief within four months of the end of the 30-day period after publication of the notice of intent to abandon. A resolution describing the proposed segments to be abandoned and transferred is provided for the Board's consideration.

**Result if Approved:** If approved, VDOT will suspend all its maintenance activity on the abandoned roadway segment and transfer the 0.93 mile segment to the Secondary system.

**Options:** Approve or Deny

**Public Comments/Reactions:** A public hearing was not requested during the requisite timeframe.

**Exhibit A**  
**Mecklenburg County Board of Supervisors August 26, 2019 Resolution**



H. Wayne Carter III  
County Administrator  
Emergency Services Director

**Mecklenburg County Board of Supervisors**

Post Office Box 307 • Doynton, Virginia 23917

**BOARD OF SUPERVISORS**

Glenn Barbour  
Chairman  
Gregg Gordon  
Vice-Chairman  
David Brinkley  
Andy Hargrove  
Jim Jennings  
Claudia H. Lundy  
Gentry M. Spain, Jr  
Dan Tanner  
Sterling Wilkinson

The following resolution was adopted by the Mecklenburg County Board of Supervisors at their meeting on August 26, 2019.

WHEREAS, pursuant to §33.2-902 of the *Code of Virginia*, the Commissioner of Highways, on behalf of the Virginia Department of Transportation, has provided this Board with notice of intent to abandon from the Primary System of State Highways a portion of Route 386, a total distance of 0.06 miles as shown on the attached sketch; and

WHEREAS, pursuant to §33.2-315 of the *Code of Virginia*, this Board requests the Virginia Department of Transportation to transfer the remaining 0.93 miles of Rte. 386, as shown on attached sketch, to the Secondary System due to public necessity and access.

NOW, THEREFORE, BE IT RESOLVED, this Board supports the Virginia Department of Transportation's action to abandon from the Primary System of State Highways a portion of Route #386 pursuant to §33.2-902 of the *Code of Virginia*, as this Board agrees that no public necessity exists for the continuance of the section of highway as a public highway; and

BE IT FINALLY RESOLVED that a certified copy of this resolution be forwarded to the Residency Engineer of the Virginia Department of Transportation South Hill Residency.

Recorded Vote

Moved By: Gregg Gordon

Yeas: 5

Nays: 0

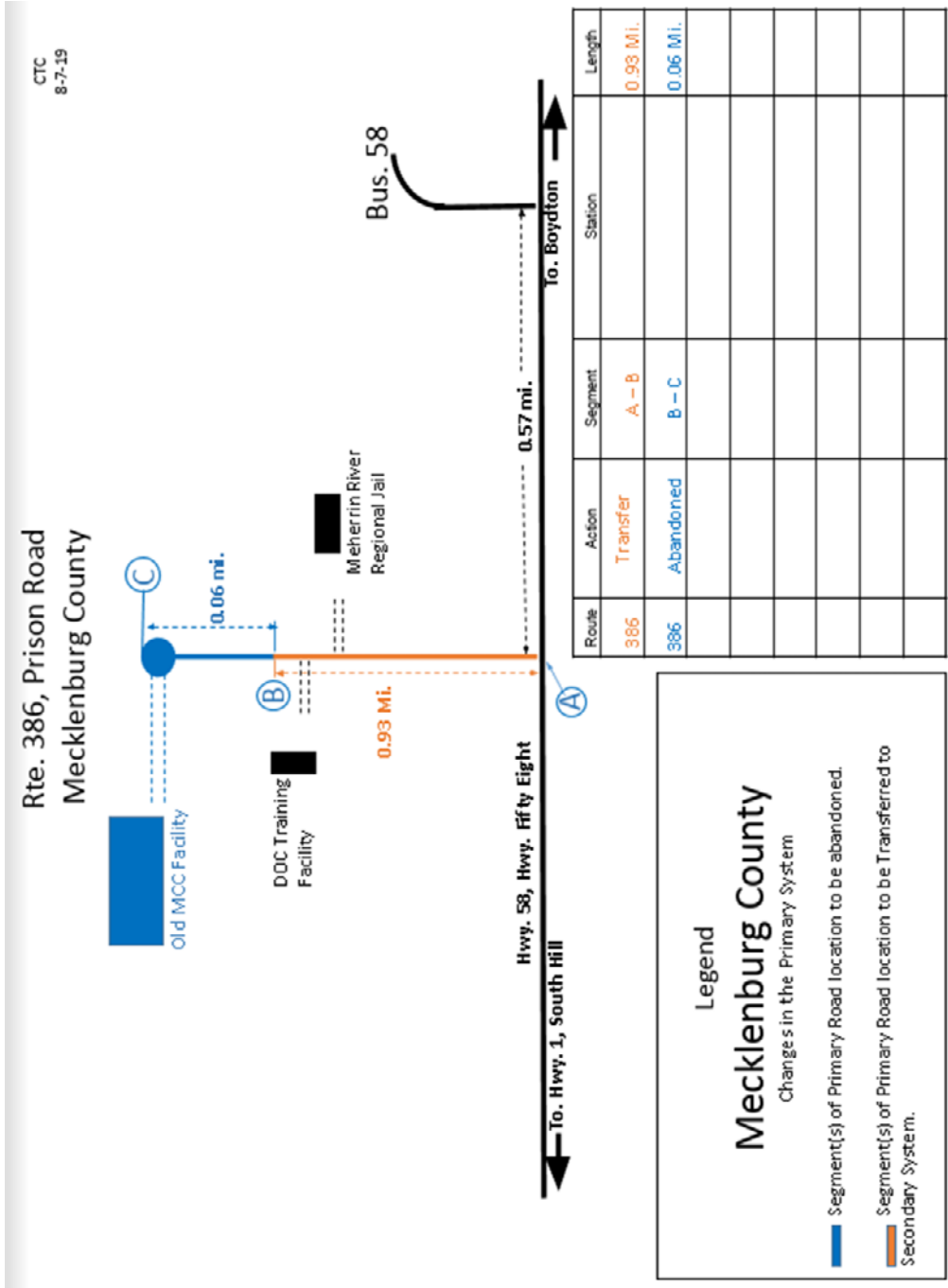
A Copy Teste:

Handwritten signature of H. Wayne Carter III in blue ink.

H. Wayne Carter III., County Administrator



## Exhibit B Sketch of Proposed Segment to be Abandoned and Transferred



**Exhibit C**  
**“Notice of Intent to Abandon”**  
**Published in *The Free Lance Star***



**PUBLIC HEARING NOTICE**

NOTICE OF PROPOSED ROAD TRANSFER & ABANDONMENT  
PRIMARY INSTITUTIONAL ROUTE 386: MECKLENBURG COUNTY

**Location of Hearing:**

**August 26, 2019**

**7:00 PM**

**Mecklenburg County BOS Meeting Room**

**350 Washington St.**

**Boydton, VA**

Pursuant to §33.2-902 Code of Virginia, the Virginia Department of Transportation intends to abandon section of Institutional Route 386 at a point 0.93 miles from Hwy 58 EBL to the cul-de-sac of Rte. 386, for a distance of 0.06 miles, which previously served the old Mecklenburg Correctional Center. The Mecklenburg Correctional Center has been closed and demolished; therefore, no public necessity exists for the continuance of this section of primary road as a public road.

In addition, Pursuant to §33.2-315 Code of Virginia, the Department of Transportation intends to transfer the remaining 0.93 miles of Rte. 386 to the Secondary System due to public necessity and access.

Citizens interested in giving written or oral comments may do so at the public hearing. VDOT staff will be available to discuss information regarding the proposed abandonment.

Prior to the hearing, please contact Todd Cage at the VDOT South Hill Residency with any questions, 434-774-2310.

**Virginia Department of Transportation**  
**South Hill Residency**  
**P.O. 249**  
**1013 W. Atlantic Street**  
**South Hill, VA 23970**



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 9*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

#### MOTION

Made By:            Seconded By:            Action:

**Title: Limited Access Control Changes (LACCs) for Interstate 264 Eastbound and  
Greenwich Road  
City of Virginia Beach**

**WHEREAS**, on December 12, 1963, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Norfolk-Virginia Beach Toll Road, designated as Route 44, Projects 0044-122-101 and 0044-134-101, from its intersection with the limited access portions of the Routes 64/264 Interchange, west of Kempsville Road, in the City of Norfolk, to the intersection of Parks Avenue, in the City of Virginia Beach, including all interchanges, interchange ramps, auxiliary connecting roads, and sections of the relocated or existing roads through the interchange areas, as limited access highway in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended; and

**WHEREAS**, on August 21, 1997, the CTB redesignated Route 44 ( Virginia Beach-Norfolk Expressway), which was a part of the Primary System of State Highways, as Interstate Route 264 with no changes to the limited access control lines. Route 44 became an extension of existing Interstate Route 264 from Interstate Route 64/264 in Norfolk to Parks Avenue in Virginia Beach; and

**WHEREAS**, on October 15, 2014, the CTB approved limited access control changes on I-264 and Route 190 (Witchduck Road) Interchange and Westbound I-64 and Eastbound I-264 Interchange in the City of Virginia Beach and City of Norfolk; and

**WHEREAS**, State Highway Projects 0264-122-108, RW-204, C-508, B-704, B-705, B-706 and 0264-134-102, PE-101, RW-201, C-501, B-601, B-602, B-603, B621, D601 involve road improvements at the intersection of westbound Interstate 64 (I-64) and eastbound Interstate 264 (I-264) in the City of Norfolk and at the intersection of Interstate 264 (I-264) and Route 190 (Witchduck Road) in the City of Virginia Beach, beginning on eastbound I-264 at Newtown Road and ending on the eastbound I-264 on-ramp from Witchduck Road; and

**WHEREAS**, State Highway Project 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601 (the "Project") provides many improvements to I-264 Eastbound, including a roundabout along Greenwich Road to include an eastbound on-ramp to I-264 and requires a change to a previously approved limited access line; and

**WHEREAS**, the previously approved limited access line for I-264 and Greenwich Road from a point along the northeast side of Greenwich Road at 35.67 feet left of Station 27+08.13 (Prop. Greenwich Road construction baseline), thence continuing northwest along the northeast side of Greenwich Road to the intersection with Ramp "C" requires changes along the northeast side of Greenwich Road to 46.00 feet left of Station 25+43.00 (Prop. Greenwich Road construction baseline) as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached); and

**WHEREAS**, a Notice of Willingness for Public Comment ("Willingness") was posted on May 22, 2019 in *The Virginian-Pilot* 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 June 3, 2019 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**, the VDOT has reviewed and approved the Interchange Modification Report completed in August 2011; the FHWA provided approval on November 14, 2011 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, the proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA); and

**WHEREAS**, the proposed Project is located within a non-attainment area, but exempt from conformity requirements.

**WHEREAS**, the proposed Project is in the City of Virginia Beach and the proposed LACCs are supported by City Council by Resolution dated September 3, 2019; and

**WHEREAS**, the FHWA has provided approval for State Highway Project 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601 (UPC 17630) and the proposed LACCs in a letter dated May 28, 2019; and

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

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

**WHEREAS**, the VDOT recommends approval of the LACCs as shown on the attached exhibits.

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the I-264 continue to be designated as a limited access control area,

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
Interstate 264 Eastbound and Greenwich Road  
City of Virginia Beach  
October 17, 2019  
Page 4 of 4

with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits.

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

#####

**CTB Decision Brief**  
**Proposed Limited Access Control Changes (LACCs)**  
**Interstate 264 Eastbound and Greenwich Road**  
**Project 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601**  
**UPC 17630**  
**City of Virginia Beach**

**Issues:** The area designated as limited access previously approved for I-264 and a roundabout along the northeast side of Greenwich Road to include an eastbound ramp to I-264 requires a change. This change requires the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

**Facts:**

- On December 12, 1963, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Norfolk-Virginia Beach Toll Road, designated as Route 44, Projects 0044-122-101 and 0044-134-101, from its intersection with the limited access portions of the Routes 64/264 Interchange, west of Kempsville Road, in the City of Norfolk, to the intersection of Parks Avenue, in the City of Virginia Beach, including all interchanges, interchange ramps, auxiliary connecting roads, and sections of the relocated or existing roads through the interchange areas, as limited access highway in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended.
- On August 21, 1997, the CTB redesignated Route 44 (Virginia Beach-Norfolk Expressway), which was a part of the Primary System of State Highways, as Interstate Route 264 with no changes to the limited access control lines. Route 44 became an extension of existing Interstate Route 264 from Interstate Route 64/264 in Norfolk to Parks Avenue in Virginia Beach.
- On October 15, 2014, the CTB approved limited access control changes on I-264 and Route 190 (Witchduck Road) Interchange and Westbound I-64 and Eastbound I-264 Interchange in the City of Virginia Beach and City of Norfolk.
- State Highway Projects 0264-122-108, RW-204, C-508, B-704, B-705, B-706 and 0264-134-102, PE-101, RW-201, C-501, B-601, B-602, B-603, B621, D601 involve road improvements at the intersection of westbound Interstate 64 (I-64) and eastbound Interstate 264 (I-264) in the City of Norfolk and at the intersection of Interstate 264 (I-264) and Route 190 (Witchduck Road) in the City of Virginia Beach, beginning on eastbound I-264 at Newtown Road and ending on the eastbound I-264 on-ramp from Witchduck Road.
- State Highway Project 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601 (the “Project”) provides many improvements to I-264 Eastbound, including a roundabout along Greenwich Road to include an eastbound on-ramp to I-

264. The area designated as limited access previously approved for I-264 and Greenwich Road from a point along the northeast side of Greenwich Road at 35.67 feet left of Station 27+08.13 (Prop. Greenwich Road construction baseline), thence continuing northwest along the northeast side of Greenwich Road to the intersection with Ramp “C” requires a change along the northeast side of Greenwich Road to 46.00 feet left of Station 25+43.00 (Prop. Greenwich Road construction baseline) as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached).

- A Notice of Willingness for Public Comment (“Willingness”) was posted on May 22, 2019 in *The Virginian-Pilot* 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 June 3, 2019 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 VDOT has reviewed and approved the Interchange Modification Report completed in August 2011; the FHWA provided approval on November 14, 2011 and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA).
- The proposed Project is located within a non-attainment area, but exempt from conformity requirements.
- The proposed Project is in the City of Virginia Beach and the proposed LACCs are supported by City Council by Resolution dated September 3, 2019.
- The FHWA has provided the approval for State Highway Project 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601 (UPC 17630) and the proposed LACCs in a letter dated August 2, 2019.
- The Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.



- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

**Recommendations:** It is recommended, pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the I-264 corridor in the City of Virginia Beach continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibit. 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 12, 1963.

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

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the I-264 Project will move forward.

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

**Public Comments/Reactions:** There were no comments or other input received from the public as a result of the posting of the Willingness for the Project.



# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
RICHMOND, VIRGINIA 23219 2000

**Stephen Brich**  
Commissioner

May 28, 2019

Ms. Jessie Yung, P.E.  
Division Administrator  
Federal Highway Administration  
P.O. Box 10249  
400 N. 8<sup>th</sup> Street Room 750  
Richmond, Virginia 23240-0249

Attention Ms. Janice L. Williams

Interstate I-264  
I-264 Witchduck Road Interchange and ramp Extension  
Project: 0264-134-102, P101, R201, C501, B-601, B602, B603, B621  
Federal Project Number NHPP-264-6(106)  
City of Virginia Beach  
Request for Modified Limited Access Line

Dear Ms. Yung,

As you are aware, The Virginia Department of Transportation (VDOT) is constructing the above captioned project, improving eastbound Interstate I-264 between the Newtown Road and Witchduck Road interchanges in Virginia Beach. This project consists of adding Collector Distributor and General Purpose lanes and modifying the interchanges at Newtown Road and Witchduck Road. Interstate I-264 was designated a Limited Access Highway (under the old State Route 44 number) by the State Highway Commission, predecessor to the Commonwealth Transportation Board, on December 12, 1963. This portion of State Route 44 was redesignated I-264 in 1999.

As a result of the adjacent upstream project 0264-122-108, P107, R204, C508, B602-605, UPC 57048, providing ramp and CD Road improvements from Interstate I-64, the alignment of the eastbound lanes of I-264 was shifted slightly to the south. As a result, the Limited Access Line along the south side of Interstate I-264 was modified to encompass the relocated southbound

lanes, interchange ramps and bridges. The request for FHWA approval for this relocation was submitted to your office on September 24, 2014 and was approved by FHWA on September 30, 2014. On October 15, 2014, the Commonwealth Transportation Board approved the required changes in the Limited Access line for these projects.

Subsequent to this action, negotiations with property owners on the north side of Greenwich Road have resulted in a request to shorten the extent of limited access along the north side of Greenwich road

Therefore, VDOT is requesting your concurrence in this modification to the previously approved Limited Access Line in accordance with the exhibits provided. Attached please find a copy of the Title Sheet, a Location Map, an exhibit showing the individual area of LACC and the Limited Access Point Table. A letter of support from the City of Virginia Beach will be forwarded to your office following their City Council meeting on June 4, 2019.

VDOT approves of the Limited Access Control Changes as shown on the plan sheets and point control table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on July 17, 2019.

If additional information is needed, please contact Mr. Richard C. Worssam, P.E. at 804.786.2501.

Sincerely,



Susan H. Keen, P.E.  
State Location and Design Engineer

Approved: Janie Williams Date 8-2-19

Enclosure  
Exhibit  
Plan Sheets  
Control Point Table



# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
RICHMOND, VIRGINIA 23219 2000

**Stephen Brich**  
Commissioner

October 1, 2019

The Honorable Shannon Valentine  
The Honorable Stephen C. Brich, P. E.  
The Honorable Jennifer Mitchell  
The Honorable Jerry L. Stinson II  
The Honorable Mary Hughes Hynes  
The Honorable Allison DeTuncq  
The Honorable Bert Dodson, Jr.  
The Honorable W. Sheppard Miller III  
The Honorable Carlos M. Brown  
The Honorable Cedric Bernard Rucker  
The Honorable Stephen A. Johnsen  
The Honorable F. Dixon Whitworth, Jr.  
The Honorable E. Scott 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 I-264 Eastbound and Greenwich Road in the City of Virginia Beach.**

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601 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,

A handwritten signature in blue ink, appearing to read 'Barton A. Thrasher'.

Barton A. Thrasher, P.E.  
Chief Engineer





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

---

**Re: LACC for I-264 Eastbound and Greenwich Road (UPC 17630)**

1 message

---

**Snider, Lori** <lori.snider@vdot.virginia.gov>  
To: "Hord, Neil" <neil.hord@vdot.virginia.gov>  
Cc: George Rogerson <george.rogerson@vdot.virginia.gov>

Mon, Jun 17, 2019 at 1:02 PM

I approve this LACC from a Right of Way perspective.

Lori

On Mon, Jun 17, 2019, 12:50 PM Hord, Neil <neil.hord@vdot.virginia.gov> wrote:

George,

As per our discussion, I recommend revising the Prop. Beg. L/A point label to indicate the it is the Prop. Beg. L/A point per the Oct. 15, 2014 CTB action and leave the new end point as Rev. Prop. Beg. L/A point. This helps the board see what the change actually is.

Lori,

I have reviewed this item. George is going to revise the exhibit as I have noted above. I recommend your approval from a Right of Way perspective. If you concur please reply all so this item can be further processed for September CTB agenda.

Neil

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

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>  
Date: Wed, Jun 5, 2019 at 10:21 AM  
Subject: Fwd: LACC for I-264 Eastbound and Greenwich Road (UPC 17630)  
To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

I am working with Steven Jack to finalize the Decision Brief and Resolution and would ask that you review the LACC Exhibit and recommend approval to Lori if you concur. The Stations and Offsets on also shown on the Exhibit.

Thank you,  
George

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

From: **Rogerson, George** <george.rogerson@vdot.virginia.gov>  
Date: Fri, May 31, 2019 at 5:18 PM  
Subject: LACC for I-264 Eastbound and Greenwich Road (UPC 17630)  
To: Jo Maxwell <joanne.maxwell@vdot.virginia.gov>, Michael Garrett <michael.garrett@vdot.virginia.gov>, Steven Jack <steven.jack@vdot.virginia.gov>, Hord, Neil <neil.hord@vdot.virginia.gov>  
Cc: Richard Worssam <richard.worssam@vdot.virginia.gov>, Joseph Koscinski <joseph.koscinski@vdot.virginia.gov>

Mike,

I have attached the LACC documents for the above-mentioned project for GALA review and comments for the **July CTB Meeting**. This is an early submission for the July CTB, but I am working on another for July as well.

Resolution - I will remove the **red text** before finalizing the document  
Decision Brief - I will remove the **red text** before finalizing the document  
Past Resolution  
Vicinity Map  
LA Exhibit & Control Point Stations and Offsets Table  
Letter of Local Support (**Forthcoming**)  
FHWA Approval (**Forthcoming**)

Thank you for your review and comments.

George

--

Neil M. Hord

Program Manager Property Management

Right of Way & Utilities Division

1401 E. Broad Street, 5<sup>th</sup> Floor

Richmond, Virginia 23219

Phone: (804) 786-4079

Fax: (804) 786-1706

<http://pmi.vdot.virginia.gov/>



**CITY OF VIRGINIA BEACH  
AGENDA ITEM**

**ITEMS:** (1) A Resolution to Support Limited Access Modifications for VDOT's I-264 / Witchduck Road Interchange & Ramp Extension Project

(2) A Resolution to Amend Resolution #3983 Regarding Transportation Alternatives Set-Aside Program Applications

**MEETING DATE:** September 3, 2019

---

■ **Background:** The Virginia Department of Transportation (VDOT) requests the amendment of an item Council approved on August 6, 2019. This resolution stated support for limited access modifications for the I-264/Witchduck Road Interchange & Ramp Extension Project. This action will allow VDOT to modify the previously approved limited access line along the northeast side of Greenwich Road as depicted in the attached exhibit to allow ingress and egress to Parcel 012 located at 5690 Greenwich Road.

A second item is an amendment to a resolution Council approved on August 20, 2019 to correct the reference in one of the five Transportation Alternatives Set-Aside Program Applications. While the public notice, agenda request, and attached map correctly identified the road as Indian Hill Road, the resolution incorrectly stated "Indian River Road." By correcting the reference in the resolution, the City Staff will be able to submit the correct application for funding.

■ **Considerations:** These two resolutions are needed to correct or clarify previous actions regarding transportation projects.

■ **Public Information:** Normal Council Agenda process.

■ **Recommendations:** Approve the attached resolutions.

■ **Attachments:** Resolution (2); Maps (2); Exhibit A (Resolution #3983)

---

**Recommended Action:** Approval

**Submitting Department/Agency:** Public Works Engineering

**City Manager:**

1 A RESOLUTION TO SUPPORT LIMITED  
2 ACCESS MODIFICATIONS FOR VDOT'S  
3 I-264 / WITCHDUCK ROAD INTERCHANGE &  
4 RAMP EXTENSION PROJECT  
5

6 WHEREAS, the Virginia Department of Transportation (VDOT) is currently  
7 engaged in active construction on the I-264 corridor in the City of Virginia Beach,  
8

9 WHEREAS, VDOT has two construction projects on this corridor in the Six-Year  
10 Improvement Program (SYIP), the "Route I-264 Interchange Improvements-I-64 West  
11 Bound Ramp to I-264 East Bound" (UPC # 57048) and the "I-264 / Witchduck Road  
12 Interchange & Ramp Extension Project (UPC # 17630),  
13

14 WHEREAS, VDOT is requesting approval to modify the previously approved  
15 limited access control line along the northeast side Greenwich Road as depicted in the  
16 attached exhibit to allow ingress and egress to Parcel 012 located at 5690 Greenwich  
17 Road,  
18

19 WHEREAS, a public comment notice was placed in *The Virginian-Pilot* on May  
20 22, 2019, and the period for comments passed on June 3, 2019; and  
21

22 WHEREAS, VDOT has requested that the City Council of the City of Virginia  
23 Beach express its support for this modification;  
24

25 NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF  
26 VIRGINIA BEACH, VIRGINIA THAT:  
27

- 28 1. The City of Virginia Beach hereby supports and endorses the necessary revision to  
29 the limited access line along the northeast side of Greenwich Road, which must be  
30 made in the process of construction of SYIP project "I-264 / Witchduck Road  
31 Interchange & Ramp Extension Project" (UPC # 17630).  
32
- 33 2. The City Manager is hereby authorized to execute on behalf of the City of Virginia  
34 Beach all necessary limited access control change (LACC) documents and letters of  
35 support.

Adopted by the Council of the City of Virginia Beach, Virginia on the \_\_\_\_\_ day of  
\_\_\_\_\_, 2019.

APPROVED AS TO CONTENT:

  
Budget and Management Services

APPROVED AS TO LEGAL SUFFICIENCY:

  
City Attorney's Office

CA14825

R-1

August 23, 2019



Returned 9/9/19

**VIRGINIA BEACH CITY COUNCIL ACTIONS  
FORMAL SESSION  
September 03, 2019**

**ADOPTED:** Resolution in **MEMORY** of E. George Minns

**DEFERRED INDEFINITELY:** Ordinance to **AMEND** Section 10-1 of the City Code to Change the Polling location re **Central Absentee Voting** to 577 Central Drive (Deferred from August 20, 2019)

**ADOPTED:** Ordinances re **Compensation to City Council Appointees** effective July 1, 2019 (Deferred from August 20, 2019):

- a. **City Attorney**
- b. **City Clerk**
- c. **City Real Estate Assessor**
- d. **City Auditor**

**ADOPTED:** Resolution to **ACKNOWLEDGE** and **ACCEPT** the letter of resignation from the City Manager and **THANKING** him for his service

**ADOPTED:** Resolution to **APPOINT** Tom Leahy as Acting City Manager

**ADOPTED, BY CONSENT:** Resolution to **SUPPORT** Limited Access Modifications re Virginia Department of Transportation (VDOT) **I-264/Witchduck Road Interchange & Ramp Extension Project with amendments**

AR Log# 085 Alex

**ADOPTED, BY CONSENT:** Resolution to **AMEND** Resolution #3983 re **Transportation Alternatives Set-Aside Program applications**

AR Log# 085 Alex

**ADOPTED:** Ordinance to **DECLARE** 0.294 +/- Acres of City Property at 1416 Kempsville Road in **EXCESS** of the City's needs and **AUTHORIZE** the City Manager to **EXECUTE** all disposition and exchange documents with West Coast Properties Group, L.L.C. and/or 7-Eleven, Inc. re **settlement of litigation**

**ADOPTED:** Ordinance to **CARRY FORWARD** and **APPROPRIATE** \$5,362,962 to the FY2019-20 Operating Budget re purposes previously approved in FY2018-19

AR Log# 084 Kevin

**APPOINTMENTS – RESCHEDULED BY CONSENSUS**

2040 VISION TO ACTION COMMUNITY COALITION  
ADVERTISING ADVISORY COMMISSION  
BAYFRONT ADVISORY COMMISSION  
BEACHES AND WATERWAYS ADVISORY COMMISSION  
BIKEWAYS AND TRAILS ADVISORY COMMITTEE  
BOARD OF BUILDING CODE APPEALS  
– BUILDING MAINTENANCE DIVISION  
– ELECTRICAL DIVISION  
– NEW CONSTRUCTION DIVISION  
– PLUMBING AND MECHANICAL DIVISION  
BROADBAND STEERING COMMITTEE  
COMMUNITY ORGANIZATION GRANT REVIEW AND ALLOCATION COMMITTEE  
COMMUNITY SERVICES BOARD  
HAMPTON ROADS ECONOMIC DEVELOPMENT ALLIANCE



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Aubrey L. Layne, Jr.  
Chairman

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 11*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2014

#### MOTION

**Made By: Mr. Malbon, Seconded By: Mr. Rosen  
Action: Motion Carried, Unanimously**

**Title: Proposed Limited Access Control Changes (LACC)  
Interstate 264 and Route 190 (Witchduck Road) Interchange  
and Westbound Interstate 64 and Eastbound Interstate 264 Interchange  
City of Virginia Beach and City of Norfolk**

**WHEREAS**, a Design Hearing was held at the Kempsville Elementary School, in Virginia Beach, Virginia on Thursday, July 14, 2011, between 4:00 p.m. and 7:00 p.m. for the purpose of considering proposed State Highway Projects 0264-122-108, RW-204, C-508, B-704, B-705, B-706 and 0264-134-102, PE-101, RW-201, C-501, B-601, B-602, B-603; and

**WHEREAS**, the proposed Projects involve road improvements at the intersection of westbound Interstate 64 (I-64) and eastbound Interstate 264 (I-264) in the City of Norfolk and at the intersection of Interstate 264 (I-264) and Route 190 (Witchduck Road) in the City of Virginia Beach, beginning on eastbound I-264 at Newtown Road and ending on the eastbound I-264 on-ramp from Witchduck Road; and

**WHEREAS**, the said Projects' improvements consist of the design and construction of a second exit lane on westbound I-64 to I-264 eastbound; widening the ramp for westbound I-64 to eastbound I-264; two/three lane collector-distributor (C-D) road from I-64 to Newtown Road interchange; a new two-lane flyover ramp from westbound I-64 tying into the existing eastbound I-264 C-D road; an off-ramp from eastbound I-264 C-D road to connect to the Newtown Road at a signalized intersection; a new loop ramp serving traffic from eastbound I-264 to northbound Newtown Road in the southeast quadrant of the interchange; a roundabout



Resolution of the Board  
Proposed Limited Access Control Changes  
Westbound I-64 and Eastbound I-264 Interchange and  
I-264 and Route 190 (Witchduck Road) Interchange  
City of Norfolk and City of Virginia Beach  
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along Greenwich Road to include an eastbound ramp to I-264; widening the existing bridge over Norfolk Southern Railroad and providing an off-ramp to Witchduck Road; and shifting and/or extending and breaking of the existing limited access control as part of the design feature of the projects; 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**, these projects are in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) has been developed in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines; and

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

**WHEREAS**, the City of Virginia Beach has endorsed the projects as presented at that public hearing by a letter from the City Transportation Division Manager, dated August 21, 2014; and

**WHEREAS**, the City of Norfolk has endorsed the projects as presented at that public hearing by a letter from the City Transportation Engineer, dated September 23, 2014; and

**WHEREAS**, the FHWA has provided the requisite approval for State Highway Projects 0264-134-102, PE-101, RW-201, C-501, B-601, B-602, B-603 and 0264-122-108, RW-204, C-508, B-704, B-705, B-706 and the proposed LACC; and

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System to be Limited Access Highways and in accordance with §33.2-401 of the *Code of Virginia*, (1950), as amended, established that the limited access line locations and limits shall be as shown on the final engineering plans for the original highway project construction on the interstates, including I-64 and I-264; and

**WHEREAS**, I-264, formerly Route 44, Norfolk Virginia Beach Toll Road was designated as a Limited Access Highway by the State Highway Commission, predecessor to the CTB on December 12, 1963; and



**WHEREAS**, on July 20, 1978 the State Highway and Transportation Commission, predecessor to the CTB approved changes to the limited access control and right of way lines of Project 0044-134-103, C-501, in accordance with the design plans for the said Project; and

**WHEREAS**, on August 21, 1997, the Commonwealth Transportation Board transferred Route 44, Virginia Beach Norfolk Expressway from the Primary System of State Highways to the Interstate System of State Highways as I-264.

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein and directs that the westbound I-64 and eastbound I-264 interchange continue to be designated as a Limited Access Highway with the Limited Access Control being modified from the current locations as follows:

Shifting of the existing limited access control on the east side of I-64 further east from a point on the existing limited access line, 75.91 feet right of Station 99+93.71 (I-64 WBL construction baseline), thence continuing north along the east side of I-64 to a point tying into the existing limited access line, 73.03 feet right of Station 121+26.05 (Prop. I-64 WBL construction baseline).

Shifting of the existing limited access control on the east side of I-64 further east from a point on the existing limited access line, 52.20 feet right of Station 14+39.51 (Ramp "D7" construction baseline), thence continuing north along the east side of Ramp D7 to a point tying into the existing limited access line, 50.00 feet right of Station 21+76.35 (Ramp "D7" construction baseline).

Shifting of the existing limited access control on the east side of I-264 eastbound Ramp D7 further east from a point on the existing limited access line, 53.91 feet right of Station 24+02.68 (Ramp "D7" construction baseline), thence continuing northeast along the east side of Ramp D7 to a point tying into the existing limited access line of eastbound I-264, 19.43 feet left of Station 33+75.08 (I-264 EB CD construction baseline).

**BE IT FURTHER RESOLVED**, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein and directs that the I-264 and Route 190 (Witchduck Road) interchange continue to be designated as a Limited Access Highway with the Limited Access Control being modified from the current locations as follows:

Shifting of the existing limited access control on the south side of I-264 to the south, from a point 224.98 feet right of Station 104+69.78 (Prop. I-264

Resolution of the Board  
Proposed Limited Access Control Changes  
Westbound I-64 and Eastbound I-264 Interchange and  
I-264 and Route 190 (Witchduck Road) Interchange  
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construction baseline) to a point 224.00 feet right of Station 105+45.27 (Prop. I-264 construction baseline).

Extending the existing limited access control south along the west side of Newtown Road, from a point on the existing limited access line, 70.31 feet left of Station 18+39.42 (Prop. Newtown Road construction baseline) to a point 63.43 feet left of Station 16+31.82 (Prop. Newtown Road construction baseline).

Shifting of the existing limited access control on the southeast quadrant of the I-264 and Newtown Road from a point along the east side of Newtown Road at 46.81 feet right of Station 23+30.91 (Prop. Newtown Road construction baseline), continuing south along the east side of Newtown Road to the intersection of Greenwich Road, thence continuing east along the north side of the Greenwich Road to a point 22.43 feet left of Station 11+04.55 (Prop. Ramp "C" construction baseline).

Shifting and Extending of the existing limited access control on the southeast side of I-264 further south from a point along the northeast side of Greenwich Road at 35.67 feet left of Station 27+08.13 (Prop. Greenwich Road construction baseline), thence continuing northwest along the northeast side of Greenwich Road to the intersection with Ramp "C", thence continuing along the southeast side of Ramp "C" to the intersection with the south side of I-264, thence continuing along the south side of I-264 to a break in the limited access control at the intersection of the west side of the Greenwich Road fly-over ramp at 155.61 feet right of Station 156+25.26 (Prop. I-264 construction baseline).

Shifting of the existing limited access control on the southeast side of I-264 further south from a break in limited access control at the intersection of the east side Greenwich Road fly-over ramp at 156.12 right of Station 157+12.09 (Prop. I-264 construction baseline), thence continuing east along the southeast side of I-264 to a point tying into the existing limited access control at 125.44 feet right of Station 174+80.74 (Prop. I-264 construction baseline).

Breaking of the existing limited access control on the north side of I-264 to accommodate the Greenwich Road fly-over ramp between Station 157+08.27 (Prop. I-264 construction baseline) and Station 158+19.53 (Prop. I-264 construction baseline).

Shifting of the existing limited access control on the south side of I-264 further south from a point 144.92 right of Station 185+11.53 (Prop. I-264 construction baseline), thence continuing southeast along the south side of I-264 to the

Resolution of the Board  
Proposed Limited Access Control Changes  
Westbound I-64 and Eastbound I-264 Interchange and  
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intersection of proposed Ramp "A", thence continuing along the southwest side of Ramp "A" to a point 60.80 feet right of Station 24+94.25 (Prop. Ramp "A" construction baseline).

Shifting of the existing limited access control on the north side of Grayson Road to the north from a point on the existing limited access line, 68.39 feet left of Station 11+83.74 (Prop. Grayson Road construction baseline), to a point 77.36 feet left of Station 10+63.41 (Prop. Grayson Road construction baseline).

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

####

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Kiptopeke Elementary School  
24023 Fairview Road  
Caps Charles, Virginia  
August 21, 1997  
10:00 a.m.

1. Public Comment
2. Action on Additions, Abandonments or Other Changes in the Secondary System from July 1, 1997 through July 31, 1997
3. Action on Discontinuances in the Secondary System: Clarke County
4. Action on Abandonment in the Primary System: Essex County
5. Action on Transfer of State Route 44 to the Interstate System as Interstate Route 264 in Norfolk and Virginia Beach
6. Action on City Street Mileage
7. Conveyances: Route 464 - City of Chesapeake  
Route 601 - Albemarle County
8. Action on Bids Received July 29, 1997
9. Consultant Agreement: Route 29 Corridor Development Study  
(A) Combined Phases II & III  
(From North Carolina State Line to Charlottesville, Virginia)  
DeLeuw, Cather, and Company of Virginia  
  
Consultant Agreement: Route 58 - Lee County  
(B) Proj. 0058-052-B24,C501  
0058-052-B25,C501  
Provide services for construction inspection  
HNTB Corporation
10. Location: Route 15/29 and 17 (Opal Interchange) - Fauquier Co.  
Proj. 0015-030-117,PE101  
Route 15/29 Intersection Improvements at Intersection  
Route 17 (Opal)



8-21-97

Item 5:

Moved by Mr. Frettyman, seconded by Mr. Rich,  
that

WHEREAS, the Cities of Virginia Beach, Chesapeake and Norfolk did adopt resolutions in which the Commonwealth Transportation Board was petitioned and requested to redesignate Route 44 (Virginia Beach - Norfolk Expressway), which is part of the Primary System of State Highways, as Interstate Route 264; and

WHEREAS, if so redesignated, Route 44 would become an extension of existing Interstate Route 264 from Interstate Route 64/264 in Norfolk to Parks Avenue in Virginia Beach; and

WHEREAS, Section 33.1-52 of the Code of Virginia of 1950, as amended, authorizes the Commonwealth Transportation Board to transfer roads from the Secondary or Primary System of State Highways to the Interstate System of State Highways; and

WHEREAS, based on the resolutions presented to the Board it appears that a transfer of Route 44 to the Interstate System is proper;

NOW, THEREFORE, BE IT RESOLVED that pursuant to Section 33.1-52 of the Code of Virginia of 1950, as amended, the Commonwealth Transportation Board does hereby transfer Route 44, as described herein, to the Interstate System of Highways; and

BE IT FURTHER RESOLVED that the renumbering of the route as set forth herein shall become effective upon the approval of the American Association of State Highway and Transportation Officials Route Numbering Committee and the Federal Highway Administration.

Motion carried.

\*\*\*

**MINUTES**  
of  
**Meeting of State Highway Commission of Virginia**  
**Richmond, Virginia**  
**December 12, 1963**

The monthly meeting of the State Highway Commission of Virginia was held at the Central Highway Office Building in Richmond on December 12, 1963, at two p.m. Mr. F. A. Davis, Acting Commissioner, presided.

Present: Messrs. Chilton, Flythe, Holland, Landrith, and Weaver. Absent: Messrs. McName, Sclater, and Nelson.

Motion was made by Mr. Holland, seconded by Mr. Landrith, that minutes of the meeting of November 14, 1963, be approved. Motion carried.

On motion of Mr. Holland, seconded by Mr. Landrith, permits issued from November 14 to December 11, 1963, as shown by records of the Department, were approved.

Motion was made by Mr. Holland, seconded by Mr. Landrith, that cancellation of permits from November 14 to December 11, 1963, as shown by records of the Department, be approved. Motion carried.

Proponents and opponents of the construction of an interchange on Interstate Route 95 at Route 660 south of Ashland were heard by the Commission. At the conclusion of the hearing, motion was made by Judge Weaver, seconded by Mr. Landrith, that the request to the Bureau of Public Roads for approval of the interchange at the intersection of Interstate Route 95 and Secondary Route 660 be withdrawn pending a public hearing by the engineers of the State Highway Department, to be held at Hanover Courthouse as soon as practicable in January 1964, at which hearing the Department of Highways shall present engineering data relating to the need for this interchange at this location and shall hear pertinent evidence from all interested citizens. Motion carried.

Moved by Mr. Chilton, Seconded by Judge Weaver, that  
The Norfolk-Virginia Beach Toll Road, presently designated  
as Route 44, Projects 0044-122-101; 0044-134-101, from its inter-  
section with the limited access portions of the Routes 64-264 Inter-  
change, west of Kempsville Road, in the City of Norfolk, to the inter-  
section of Parks Avenue, in the City of Virginia Beach, including all  
interchanges, interchange ramps, auxiliary connecting roads, and  
sections of relocated or existing roads through the interchange areas,  
be designated a limited access highway in accordance with Article 3,  
Chapter 1, Title 33, of the 1950 Code of Virginia, amended.  
Motion carried.

Moved by Mr. Chilton, Seconded by Judge Weaver, that  
The Section of Route 301, through A. P. Hill Military  
Reservation, in Caroline County, beginning at a point on the Military  
Reservation Property Line, said point being shown as the north right  
of way line for state Route 608 on the plans for state Project 0301-  
016-103, C-302 and extending in a northerly direction to the north  
property line of the Military Reservation, said point being in the  
vicinity of Station 546+00 on the west side of the survey centerline  
and Station 596 on the east side of the survey centerline a distance  
of approximately 5.8 miles on the aforementioned plans, be designated  
as a Limited Access Highway in accordance with Article 3, Chapter 1,  
Title 33, of the 1950 Code of Virginia, as amended; except that  
crossings will be permitted for use by the Military at approximately  
four locations. Motion carried.

Moved by Mr. Holland, Seconded by Mr. Chilton, that  
WHEREAS, Section 501 of the Trust Indenture securing the  
\$95 Million State of Virginia Toll Revenue Bonds (Series 1954) per-  
mits the discontinuance of toll charges from the Nansemond River  
Bridge of the James River Bridge System in the event (a) the gross  
revenue from the projects for two consecutive fiscal years immedi-  
ately preceding shall have exceeded by not less than \$150,000 in each  
such year the gross revenues of the Projects as estimated by the  
Traffic Engineers for such years in their August, 1954 traffic re-  
port, and (b) a public hearing shall have been held, after at least  
ten days' published notice thereof, at which interested persons  
may be heard, and

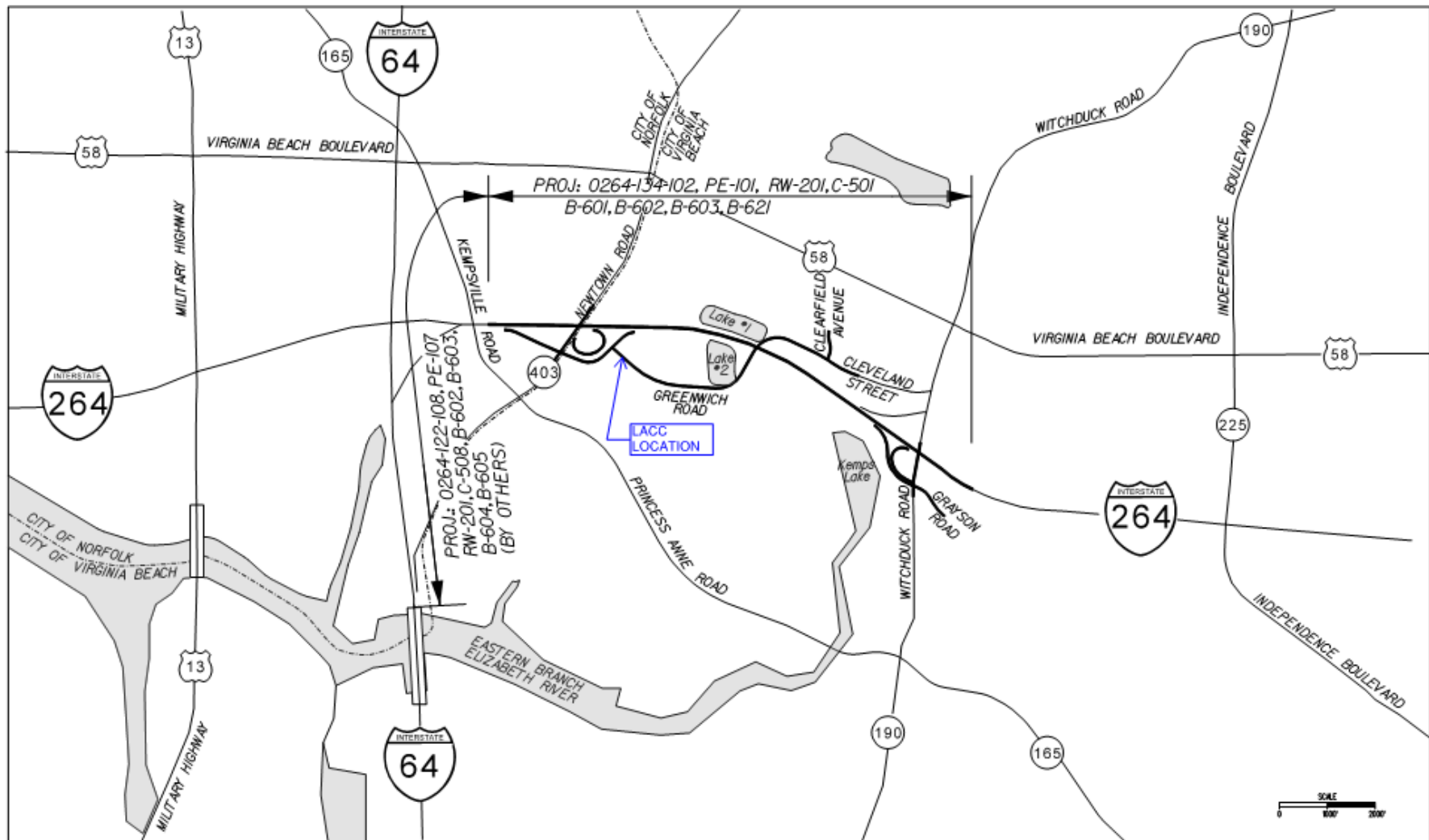
WHEREAS, (a) gross income from the Projects exceeded the  
Traffic Engineers estimate for the fiscal year ended August, 1962  
by approximately \$234,000, and gross income exceeded the estimate  
for the fiscal year ended August, 1963 by approximately \$419,000,  
and (b) a public hearing was held on December 5, 1963, pursuant to  
notice published November 18, 1963, at which interested persons  
appeared and expressed unanimous approval for the discontinuance of  
toll charges on the Nansemond River Bridge, and

WHEREAS, Section 33-230 of the Code of Virginia prohibits  
the operation of any project, constructed or acquired under the  
State Revenue Bond Act, in a manner that would serve to increase  
competition or depreciate the value of any other project named in  
this Act but not acquired under it, as a result of which the State  
Highway Commission authorized the purchase of the King's Highway  
Toll Bridge and connecting roadway in Nansemond County at its meeting  
on September 19, 1963 and operation of this competing toll project  
commenced under State ownership November 1, 1963, and

# VICINITY MAP

## I-264/Witchduck Road Interchange & Ramp Extension

PN: 0264-134-102, P101, R201, C501, B601, B602, B603, B621, D601 / UPC: 17630





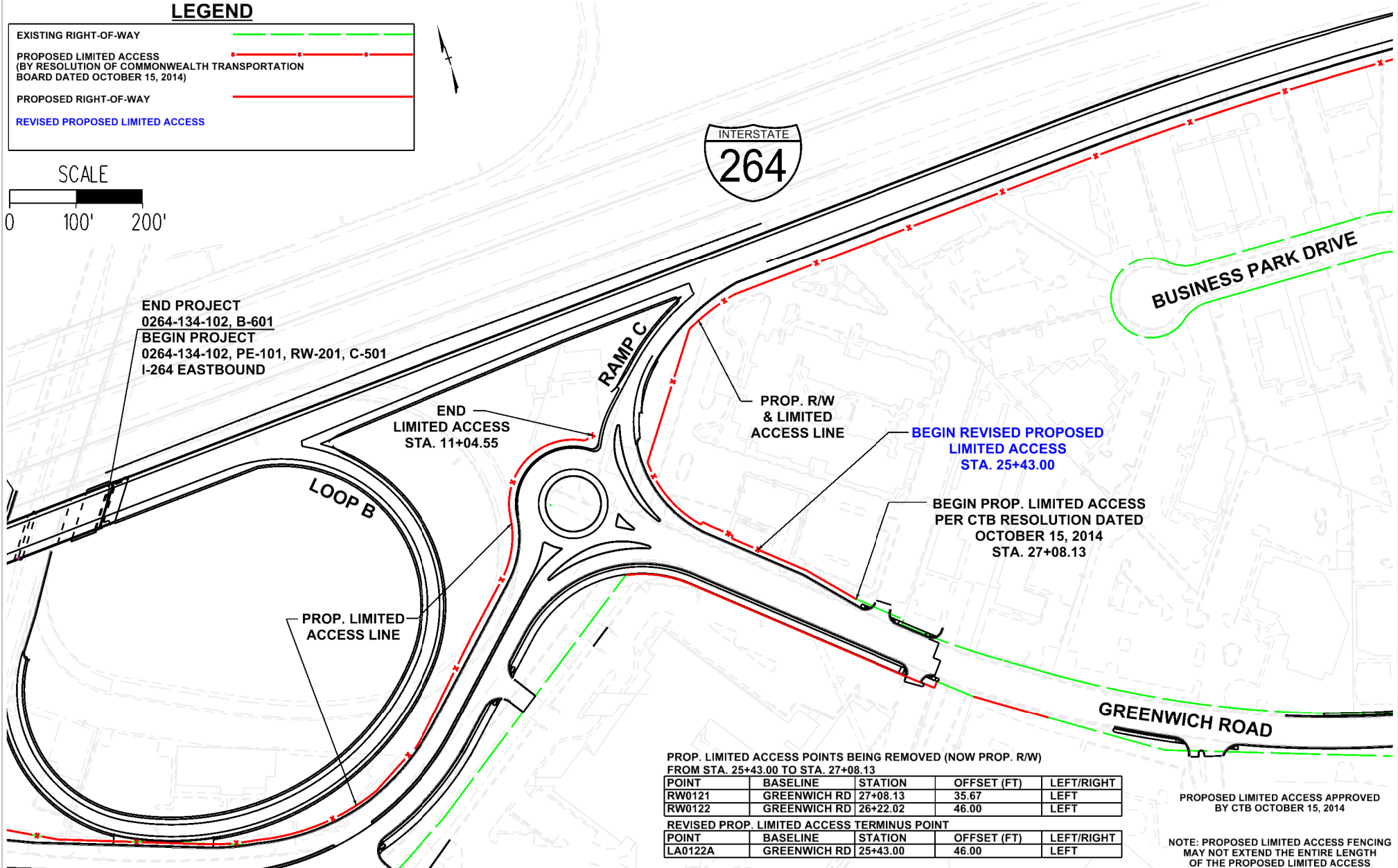
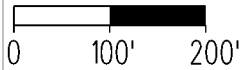
# EXISTING AND REVISED PROPOSED LIMITED ACCESS EXHIBIT

I-264/Witchduck Road Interchange & Ramp Extension (C-D Road), UPC 17630  
June 25, 2019

### LEGEND

EXISTING RIGHT-OF-WAY	
PROPOSED LIMITED ACCESS (BY RESOLUTION OF COMMONWEALTH TRANSPORTATION BOARD DATED OCTOBER 15, 2014)	
PROPOSED RIGHT-OF-WAY	
REVISED PROPOSED LIMITED ACCESS	

### SCALE



PROP. LIMITED ACCESS POINTS BEING REMOVED (NOW PROP. R/W)  
FROM STA. 25+43.00 TO STA. 27+08.13

POINT	BASELINE	STATION	OFFSET (FT)	LEFT/RIGHT
RW0121	GREENWICH RD	27+08.13	35.67	LEFT
RW0122	GREENWICH RD	26+22.02	46.00	LEFT

REVISED PROP. LIMITED ACCESS TERMINUS POINT

POINT	BASELINE	STATION	OFFSET (FT)	LEFT/RIGHT
LA0122A	GREENWICH RD	25+43.00	46.00	LEFT

PROPOSED LIMITED ACCESS APPROVED  
BY CTB OCTOBER 15, 2014

NOTE: PROPOSED LIMITED ACCESS FENCING  
MAY NOT EXTEND THE ENTIRE LENGTH  
OF THE PROPOSED LIMITED ACCESS





# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 10*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

#### MOTION

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

**Title: Limited Access Control Changes (LACCs) for Route 288 Southbound Off-Ramp to Route 360 Westbound Chesterfield County**

**WHEREAS**, on August 18, 1988 the Commonwealth Transportation Board (CTB), designated Route 288, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

**WHEREAS**, State Highway Project 0288-020-817, P101, R201, C501 (the “Project”) provides improvements to the Route 288 / Route 360 Interchange to add capacity and improve operational and safety issues. The improvements consist of extending and widening Route 288 Southbound Off-Ramp onto Route 360 Westbound from one lane to two lanes and adding one lane on Route 360 Westbound, which will connect to the existing Route 754 (Old Hundred Road) right-turn lane; and

**WHEREAS**, widening Route 288 Southbound Off-Ramp to Route 360 Westbound from one lane to two lanes requires changes in the limited access lines as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offset Table (attached); and

**WHEREAS**, a Notice of Willingness for Public Comment (“Willingness”) was posted on September 6, 2019 in the *Richmond Times-Dispatch* 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 September 17, 2019 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**, the Richmond District Office has reviewed and approved the traffic analysis report completed in December 2018 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, the proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) and approved on July 3, 2019; and

**WHEREAS**, the proposed Project is located within an attainment area and the National Ambient Air Quality Reports were completed by VDOT on October 3, 2018, and the Project will not have an adverse impact on air quality; and

**WHEREAS**, the proposed Project is in Chesterfield County and the Board of Supervisors voted in support of the Project at their August 23, 2017 meeting; and

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

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

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
Route 288 Southbound Off-Ramp to Route 360 Westbound  
Chesterfield County  
October 17, 2019  
Page 3 of 3

**WHEREAS**, the VDOT recommends approval of the LACCs as shown on the attached exhibits.

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that Route 288 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 attached exhibits.

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

####

**CTB Decision Brief**  
**Proposed Limited Access Control Changes (LACCs)**  
**Route 288 Southbound Off-Ramp to Route 360 Westbound**  
**Project 0288-020-817, P101, R201, C501**  
**UPC 111467**  
**Chesterfield County**

**Issues:** The area designated as limited access previously approved for the Route 288 Southbound Off-Ramp to Route 360 Westbound needs to be modified to accommodate the widening of the Route 288 Southbound Off-Ramp to Route 360 Westbound. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

**Facts:**

- On August 18, 1988, Limited Access Control was established by the Commonwealth Transportation Board (CTB), which designated Route 288 to be a Limited Access Highway in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”.

State Highway Project 0288-020-817, P101, R201, C501 (the “Project”) provides improvements to the Route 288 / Route 360 Interchange to add capacity and improve operational and safety issues. The improvements consist of extending and widening Route 288 Southbound Off-Ramp onto Route 360 Westbound from one lane to two lanes and adding one lane on Route 360 Westbound, which will connect to the existing Route 754 (Old Hundred Road) right-turn lane. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offset Table (attached).

- A Notice of Willingness for Public Comment (“Willingness”) was posted on September 6, 2019 in the *Richmond Times-Dispatch* 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 September 17, 2019 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 Richmond District Office has reviewed and approved the traffic analysis report completed in December 2018 and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under an agreement

between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) and approved on July 3, 2019.

- The proposed Project is located within an attainment area, and National Ambient Air Quality Reports were completed by VDOT on October 3, 2018 and the Project will not have an adverse impact on air quality.
- The proposed Project is in Chesterfield County and the Board of Supervisors voted in support of the Project at their August 23, 2017 meeting.
- The Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

**Recommendations:** It is recommended, pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that Route 288 continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB on August 18, 1988.

**Action Required by CTB:** The *Code of Virginia* §3.2-401 and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the proposed Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Route 288 Southbound Off-Ramp to Route 360 Westbound Project will move forward.

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

**Public Comments/Reactions:** There were no comments or other input received from the public as a result of the posting of the Willingness for the Project.





# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
RICHMOND, VIRGINIA 23219 2000

**Stephen Brich**  
Commissioner

October 1, 2019

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

Subject: Approval of Limited Access Control Changes (LACCs) for Route 288 Southbound Off-Ramp to Route 360 Westbound in Chesterfield 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 0288-020-817, P101, R201, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Barton A. Thrasher'.

Barton A. Thrasher, P.E.  
Chief Engineer

**MINUTES**  
**OF**  
**MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD**

Richmond, Virginia

August 18, 1988

The monthly meeting of the Commonwealth Transportation Board was held in the Central Office Auditorium on August 18, 1988. The chairman, Mr. Ray D. Pethtel, presided.

Present: Messrs. Pethtel, Bacon, Beyer, Davidson, Howlette, Humphreys, Kelly, Lesfe, Malbon, Musselwhite, Quicke, Smalley and Waldman and Mrs. Kincheloe and Dr. Thomas.

On motion of Mr. Smalley, seconded by Mr. Humphreys, Item #12, action on location of Route 288, Project 0288-964-101, PE-100, Chesterfield, Powhatan, Goochland and Henrico Counties, was placed as the first item on the agenda.

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

WHEREAS, Location Public Hearings were held on October 10, 1967, and February 19, 1969, which led to a location approval by the Highway Commission on August 28, 1969, for that section of proposed Route 288 from the intersection of Routes 250 and 295 (west of Richmond) to its intersection with Route 360 (southwest of Richmond); and

WHEREAS, in 1971, a court injunction was filed against the project which required the Commonwealth to investigate other prudent and feasible alternatives for the location of Route 288 which would not impact the Tuckahoe Plantation in Goochland County; and

WHEREAS, new corridor studies have been developed based on current preliminary engineering, traffic, and environmental factors;

8/18/88

**NOW, THEREFORE, BE IT RESOLVED, that the Highway Commission action of August 28, 1969, approving the original location for the location corridor for Route 288 from the intersection of Routes 250 and 295 (west of Richmond) to the intersection of Route 360 (southwest of Richmond) be rescinded.**

**Motion carried.**

**Moved by Dr. Rowlette, seconded by Mr. Kelly, that**

**WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a location public hearing was held in the Midlothian High School and the Mills E. Godwin High School on April 18 through April 21, 1988, for the purpose of considering the proposed location of Route 288 from Route 360 (Hull Street Road) to Route I-64 (west of Richmond), in Chesterfield, Henrico, Goochland, and Powhatan Counties, State Project 0288-964-101, PE-100; 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, previous action of August 28, 1969, concerning the location of this section of proposed Route 288 has been rescinded;**

**NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved in accordance with the plan as proposed and presented at the said location public hearing by the Department's Engineers as Alternate 6B Modified; and**

**BE IT FURTHER RESOLVED, that the John Rolfe Parkway will be designed and constructed as a depressed parkway with urban type interchanges to minimize, to the extent possible, impacts on the adjacent communities; and**

8/18/88

BE IT FURTHER RESOLVED, that an engineering study and environmental document will be developed for that section of Alternate 4/4 Modified (Alternate 14 north of the James River) through the eastern part of Goochland County to assure the corridor retention and an acceptable connection to proposed Route 288 and Interstate Route 64; and

BE IT FURTHER RESOLVED, that the Department will initiate appropriate studies and submittals to the Federal Highway Administration for access approval to Interstate Route 64 in eastern Goochland County; and

BE IT FURTHER RESOLVED, that this roadway be designated as a limited access highway as presented at the location public hearing as alternate 6B Modified in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board; and

BE IT FURTHER RESOLVED, that in the interest of public safety, (1) pedestrians, (2) persons driving bicycles or mopeds, (3) horse-drawn vehicles, (4) self-propelled machinery or equipment, and (5) animals led, ridden, or driven on the hoof be prohibited from using this limited access highway in accordance with the statutes of the Commonwealth of Virginia.

Voice vote taken: Dr. Howlette, Mr. Kelly, Mrs. Kincheloe, Mr. Leafa, Dr. Thomas and Mr. Waldman voting yes. Messrs. Bacon, Beyer, Davidson, Humphreys, Malbon, Eusselwhite, Quicke and Smalley voting no.

Motion defeated.

8/18/68

Moved by Mr. Rumphreys, seconded by Mr. Beyer, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a location public hearing was held in the Midlothian High School and the Mills E. Godwin High School on April 18 through April 21, 1968, for the purpose of considering the proposed location of Route 288 from Route 360 (Hull Street Road) to Route I-64 (West of Richmond), in Chesterfield, Henrico, Goochland, and Powhatan Counties, State Project 0288-964-101, PE-100; 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, previous action of August 28, 1969, concerning the location of this section of proposed Route 288 has been rescinded;

NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved in accordance with the plan as proposed and presented at the said location public hearing by the Department's Engineers as alternate 4/4 Modified (Alternate 14 north of the James River); and

BE IT FURTHER RESOLVED, that this roadway be designated as a limited access highway as presented at the location public hearing as alternate 4/4 Modified (Alternate 14 north of the James River) in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board; and



8/18/88

BE IT FURTHER RESOLVED, that in the interest of public safety, (1) pedestrians, (2) persons riding bicycles or mopeds, (3) horse-drawn vehicles, (4) self-propelled machinery or equipment, and (5) animals led, ridden or driven on the hoof be prohibited from using this limited access highway in accordance with the statutes of the Commonwealth of Virginia.

Motion carried, Dr. Howlette voting no.

On motion of Mr. Kelly, seconded by Mr. Davidson, the minutes of the meeting of April 21, 1988, were approved.

On motion of Mr. Kelly, seconded by Mr. Davidson, permits issued and canceled from July 21, 1988 to August 17, 1988, inclusive, as shown by the records of the Department, were approved.

Moved by Mr. Kelly, seconded by Mr. Davidson, that the Board approve additions and abandonments to the Secondary System from June 30, 1988 to July 28, 1988, inclusive, as shown by the records of the Department.

Motion carried.

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

WHEREAS, by proper resolutions, the Board of Supervisors of Chesterfield and Prince William Counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts of the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia of 1950, as amended, the following roads are discontinued as parts of the Secondary System of Highways, effective this date.





**Chesterfield County, Virginia**  
**Transportation Department**

9800 Government Center Parkway – P.O. Box 40 – Chesterfield, VA 23832  
Phone: (804) 748-1037 – Fax: (804) 748-8516 – Internet: chesterfield.gov

**Jesse W. Smith**  
Director

August 21, 2019

Mr. Mark Riblett  
Virginia Department of Transportation  
2430 Pine Forest Drive  
Colonial Heights, Virginia 23834

RE: 288 SB to 360 WB Ramp & PNR Lot, Project #0288-020-817, UPC 111467

Dear Mr. Riblett:

I am writing to confirm that Chesterfield County supports the 288 SB to 360 WB Ramp & PNR Lot project (VDOT Project number 0288-020-817 or UPC 111467). Chesterfield County supports the design as presented to the public during the Public Hearing in August 2019. Further, Chesterfield County understands that the design of the improvements will require an adjustment to the limited access right-of-way line along Route 360 westbound between Route 288 and Old Hundred Road.

Please let me know if you need any further information from us to present this project for approval to the Commonwealth Transportation Board. Chesterfield County looks forward to the successful completion of this project.

Sincerely,

Jesse W. Smith  
Director

**BOARD OF SUPERVISORS**

**MINUTES**

**August 23, 2017**

**Supervisors in Attendance:**

Ms. Dorothy A. Jaeckle, Chair  
Ms. Leslie A. T. Haley, Vice Chair  
Mr. Christopher M. Winslow  
Mr. James M. Holland  
Mr. Stephen A. Elswick

Dr. Joseph P. Casey  
County Administrator

Ms. Jaeckle called the meeting to order at 3:00 p.m.

**1. APPROVAL OF MINUTES FOR JULY 26, 2017**

On motion of Mr. Holland, seconded by Ms. Haley, the Board approved the minutes of July 26, 2017, as submitted.

Ayes: Jaeckle, Haley, Winslow, Holland and Elswick.  
Nays: None.

**2. REQUESTS TO POSTPONE AGENDA ITEMS AND ADDITIONS,  
DELETIONS OR CHANGES IN THE ORDER OF PRESENTATION**

On motion of Mr. Elswick, seconded by Ms. Haley, the Board replaced the attachment to Item 12.D., Adoption of Resolution Authorizing the Issuance of Virginia Resources Authority Special Fund Revenue Bonds for Financing County Projects, and approved the agenda, as amended.

Ayes: Jaeckle, Haley, Winslow, Holland and Elswick.  
Nays: None.

**3. WORK SESSIONS**

**3.A. EVERY DAY EXCELLENCE - COMMUNITY CORRECTIONS**

Dr. Casey announced Mr. Drew Molloy, Director of Community Corrections Services, has been notified that he is this year's recipient of the Walter Dunbar Memorial Award. This national award recognizes significant accomplishments by a practicing professional in the field of probation and/or parole and is presented in honor of one of APPA's most distinguished colleagues, the late Walter Dunbar.

Mr. Molloy thanked Dr. Casey and the Board of Supervisors for the special recognition.

plats by Balzer and Associates, Inc., dated March 28, 2017, copies of which are attached hereto and made a part of this ordinance.

Accordingly, this Ordinance shall be indexed in the names of the GRANTOR and GRANTEE, or their successors in title.

Ayes: Jaeckle, Winslow, Holland and Elswick.  
Nays: None.  
Absent: Haley.

Ms. Haley returned to the meeting.

**16.C. TO CONSIDER THE SALE OF PROPERTY IN CHESTERFIELD COUNTY AIRPORT INDUSTRIAL PARK, SECTION B, TO BRADLEY MECHANICAL SUPPLY COMPANY, LLC**

Mr. Sasek stated this date and time has been advertised for the Board to consider the sale of property in Chesterfield County Airport Industrial Park, Section B, to Bradley Mechanical Supply Company, LLC.

Ms. Jaeckle called for public comment.

There being no one to address the issue, the public hearing was closed.

On motion of Mr. Holland, seconded by Mr. Winslow, the Board approved the sale of a portion of Parcel Number 763 674 4474 00000 containing 5.3 acres, more or less, to Bradley Mechanical Company, LLC for \$55,000 per acre and authorized the Chairman of the Board of Supervisors and the County Administrator to execute the deed.

Ayes: Jaeckle, Haley, Winslow, Holland and Elswick.  
Nays: None.

**16.D. TO CONSIDER THE APPROPRIATION OF FUNDS AND AUTHORIZATION TO EXECUTE AGREEMENTS AND PROCEED WITH DESIGN AND RIGHT-OF-WAY ACTIVITIES FOR THE ROUTE 288 SOUTHBOUND TO ROUTE 360 WESTBOUND RAMP IMPROVEMENTS AND PARK AND RIDE LOT PROJECT, ROUTE 10 (WHITEPINE ROAD TO FRITH LANE) WIDENING PROJECT, AND ROUTE 360/SPRING RUN ROAD INTERSECTION IMPROVEMENT PROJECT**

Mr. Jesse Smith stated this date and time has been advertised for the Board to consider the appropriation of funds and authorization to execute agreements and proceed with design and right-of-way activities for the Route 288 southbound to Route 360 westbound ramp improvements and park and ride lot project, Route 10 (Whitepine Road to Frith Lane) Widening Project, and Route 360/Spring Run Road Intersection Improvement Project. He noted the amount of anticipated VDOT reimbursements which need to be appropriated by the Board is greater than one percent of the county budget; therefore, a public hearing must be held to take this action.



Mr. Winslow commended the efforts of the Transportation Department regarding road improvements made possible by SMART SCALE funds.

Ms. Jaeckle called for public comment.

There being no one to address the issue, the public hearing was closed.

On motion of Mr. Winslow, seconded by Mr. Elswick, the Board approved the following actions for the Route 288 SB to Route 360 WB Ramp Improvements and Park and Ride Lot Project, Route 10 (Whitepine Road to Frith Lane) Widening Project, and Route 360/Spring Run Road Intersection Improvement Project:

1. Appropriated \$14,561,500 in anticipated VDOT reimbursements to the Route 288 Southbound to Route 360 Westbound Ramp Improvements and Park and Ride Lot project, \$15,200,000 in anticipated VDOT reimbursements to the Route 10 (Whitepine Road to Frith Lane) Widening project, and \$3,600,000 in anticipated VDOT reimbursements to the Route 360/Spring Run Road Intersection Improvement project;
2. Authorized the County Administrator to enter into the customary VDOT/County agreements/contracts, permits/mitigation agreements, and surety agreements, acceptable to the County Attorney;
3. Authorized the County Administrator to proceed with the design and right-of-way acquisition, including advertisement of an eminent domain public hearing if necessary and to accept the conveyance of right-of-way and easements that are acquired;
4. Authorized the Chairman of the Board of Supervisors and County Administrator to execute easement agreements for relocation of utilities; and
5. Authorized the Director of Purchasing to proceed with the advertisement of a construction contract for each project.

Ayes: Jaeckle, Haley, Winslow, Holland and Elswick.

Nays: None.

**17. REMAINING MANUFACTURED HOME PERMITS AND ZONING REQUESTS**

There were no remaining manufactured home permits or zoning requests at this time.

**18. FIFTEEN-MINUTE CITIZEN COMMENT PERIOD ON UNSCHEDULED MATTERS**

Ms. Cynthia Losen, member of the Surreywood Civic Association, expressed concerns relative to proposed revisions to the Comprehensive Plan as they relate to A.M. Davis Elementary and Providence Middle School.

Mr. Rodney Martin expressed concerns relative to numerous school-related actions and activities and the county's Supplemental Retirement Plan.



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

---

**RE: LACC UPC 111467 Route 288 Southbound Off-Ramp to Route 360 Westbound**

1 message

---

**Lori Snider** <Lori.Snider@vdot.virginia.gov>  
To: Neil Hord <neil.hord@vdot.virginia.gov>  
Cc: George Rogerson <george.rogerson@vdot.virginia.gov>

Mon, Sep 16, 2019 at 4:17 PM

I approve the LACC as recommended from a Right of Way perspective.

Lori

-----Original Message-----

From: Hord, Neil <neil.hord@vdot.virginia.gov>  
Sent: Monday, September 16, 2019 1:41 PM  
To: Snider, Lori A. (VDOT) <Lori.Snider@vdot.virginia.gov>  
Cc: George Rogerson <george.rogerson@vdot.virginia.gov>  
Subject: Fwd: LACC UPC 111467 Route 288 Southbound Off-Ramp to Route 360 Westbound

Lori,

I have received the attached LACC from L&D. It is a shift of the existing line to accommodate an additional travel lane on Route 360 off Route 288. I recommend your approval. If you concur, please respond to George Rogerson. Thanks

Neil

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

From: Rogerson, George <george.rogerson@vdot.virginia.gov>  
Date: Thu, Sep 12, 2019 at 10:48 AM  
Subject: LACC UPC 111467 Route 288 Southbound Off-Ramp to Route 360 Westbound  
To: Jo Maxwell <joanne.maxwell@vdot.virginia.gov>, Michael Garrett <michael.garrett@vdot.virginia.gov>, Steven Jack <steven.jack@vdot.virginia.gov>, Richard Worssam <richard.worssam@vdot.virginia.gov>, Joseph Koscinski <joseph.koscinski@vdot.virginia.gov>, Hord, Neil <neil.hord@vdot.virginia.gov>

Mike,

I have attached the LACC documents for the above-mentioned project for your review and comments for the October CTB Meeting. Please provide me comments by the close of business Thursday, September 19.

Note: The yellow highlights are for me. I will remove the yellow highlights and the language in red before finalizing.

Resolution  
Decision Brief

Past Resolution dated August 18, 1988  
Limited Access Line Exhibit  
Limited Access Control Point Stations and Offsets Table Vicinity Map Letter  
of Local Support from Chesterfield County Minutes from BOD Meeting dated  
August 23, 2017 FHWA Approval not needed

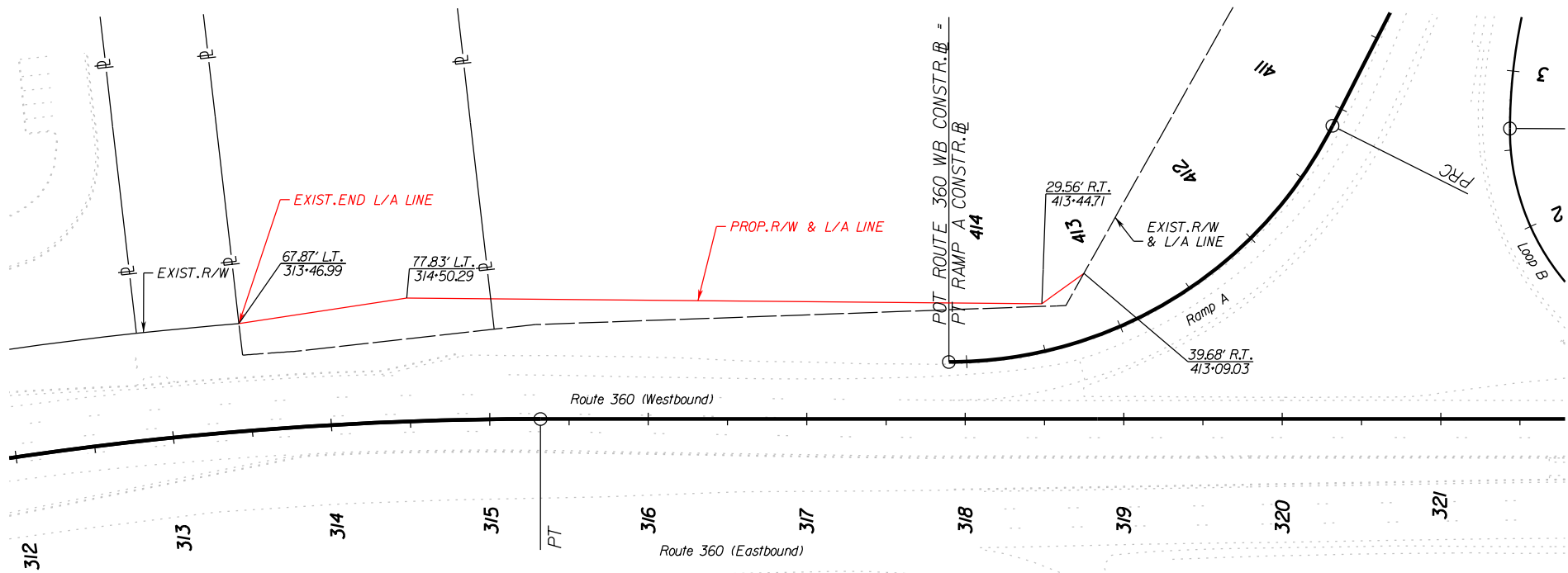
Thank you for your review and comments.

--

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/>

Sheet Reference	Line ID	Baseline Reference	Station	Offset	LT   RT
1	Prop. R/W and L/A Line	Ramp A	413+09.03	39.68	RT
	Prop. R/W and L/A Line	Ramp A	413+44.71	29.56	RT
	Prop. R/W and L/A Line	Route 360	314+50.29	77.83	LT
	Prop. R/W and L/A Line	Route 360	313+46.99	67.87	LT

# Proposed Limited Access Control Changes: Route 288 Southbound to Route 360 Westbound Ramp Improvements



## LEGEND

- Limited Access By Resolution of Highway Commission dated August 28, 1969
- Proposed Right-of-Way and Limited Access Modifications
- Proposed Right-of-Way
- Existing Right-of-Way
- Existing Parcel Boundary



# LOCATION MAP

## COUNTY OF CHESTERFIELD





# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 11*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

#### MOTION

Made By:            Seconded By:            Action:

**Title: Limited Access Control Changes (LACCs) for an Emergency Pull-Off Area at the I-95 Southbound and I-64 Eastbound 3<sup>rd</sup> Street Off-Ramp (Exit 75) City of Richmond**

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-95 and I-64, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

**WHEREAS**, on August 28, 1990 Limited Access Control for the I-95 Southbound and I-64 Eastbound 3<sup>rd</sup> Street off-ramp was established by deed between the Commonwealth of Virginia, acting by and through the Commonwealth Transportation Commissioner, Grantor, and the City of Richmond, a municipal corporation, Grantee as shown in Deed Book 247, Page 729 thru 732 and State Highway Plat Book 7, Page 195; and

**WHEREAS**, State Highway Project 0095-127-005, P101, R201, M-501 (the “Project”) will construct a new emergency pull-off area at I-95 Southbound and I-64 Eastbound 3<sup>rd</sup> Street Off-Ramp (Exit 75). The pull-off can be used by distressed vehicles or emergency medical services and be utilized for the VDOT stand-by towing initiative. This initiative is



designed to rapidly remove disabled or damaged vehicles from the I-95 Southbound mainline through lanes to a safe location for further recovery or accident investigation; and

**WHEREAS**, this emergency pull-off will impact the existing limited access control lines, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached); and

**WHEREAS**, a Notice of Willingness for Public Comment (“Willingness”) was posted on September 2, 2019 in the *Richmond Times-Dispatch*, *Henrico Citizen* and *Richmond Free Press* 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 September 14, 2019 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**, the proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) and approved on August 21, 2018; and

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

**WHEREAS**, the proposed Project is in the City of Richmond and the proposed LACCs are supported by a letter from the City of Richmond Director of Public Works dated August 26, 2019; and

**WHEREAS**, the FHWA has provided approval for State Highway Project 0095-127-005, P101, R201, M501 (UPC 111465) and the proposed LACCs in a letter dated September 30, 2019; and

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
Emergency Pull-Off Area at the I-95 Southbound and I-64 Eastbound 3<sup>rd</sup> Street Off-Ramp (Exit 75)  
October 17, 2019  
Page 3 of 3

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

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

**WHEREAS**, the VDOT recommends approval of the LACCs as shown on the attached exhibits.

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the Emergency Pull-Off Area at the I-95 Southbound and I-64 Eastbound 3<sup>rd</sup> Street Off-Ramp (Exit 75) 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 attached exhibits.

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

####

**CTB Decision Brief**  
**Proposed Limited Access Control Changes (LACCs)**  
**Emergency Pull-Off Area at I-95 Southbound and I-64 Eastbound 3<sup>rd</sup> Street Off-Ramp**  
**(Exit 75)**  
**Project 0095-127-005, P101, R201, M501**  
**UPC 111465**  
**City of Richmond**

**Issues:** The area designated as limited access previously approved for the I-95 Southbound and I-64 Eastbound 3<sup>rd</sup> Street Off-Ramp (Exit 75) requires changes to accommodate the construction of a new emergency pull-off area along the 3<sup>rd</sup> Street Off-Ramp. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

**Facts:**

- On October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-95 and I-64, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”.
- On August 28, 1990, Limited Access Control for the I-95 Southbound and I-64 Eastbound 3<sup>rd</sup> Street off-ramp was established by deed between the Commonwealth of Virginia, acting by and through the Commonwealth Transportation Commissioner, Grantor, and the City of Richmond, a municipal corporation, Grantee as shown in Deed Book 247, Page 729 thru 732 and State Highway Plat Book 7, Page 195.
- State Highway Project 0095-127-005, P101, R201, M501 (the “Project”) will construct a new emergency pull-off area at the I-95 Southbound and I-64 Eastbound 3<sup>rd</sup> Street off-ramp. The pull-off can be used by distressed vehicles or emergency medical services and be utilized for the VDOT stand-by towing initiative. This initiative is designed to rapidly remove disabled or damaged vehicles from the I-95 Southbound mainline through lanes to a safe location for further recovery or accident investigation. This improvement will impact the existing limited access control lines, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached).
- A Notice of Willingness for Public Comment (“Willingness”) was posted on September 2, 2019 in the *Richmond Times-Dispatch*, *Henrico Citizen* and *Richmond Free Press* 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 September 14, 2019 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.



CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Emergency Pull-Off Area at the I-95 Southbound and I-64 Eastbound 3<sup>rd</sup> Street Off-Ramp (Exit 75)

October 17, 2019

Page 2 of 2

- The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) and approved on August 21, 2018.
- The proposed Project is located within an attainment area for all the National Ambient Air Quality Standards (NAAQS), and the Project will not have an adverse impact on air quality.
- The proposed Project is in the City of Richmond and the proposed LACCs are supported by a letter from the City of Richmond Director of Public Works dated August 26, 2019.
- FHWA has provided approval for State Highway Project 0095-127-005, P101, R201, M501 (UPC 111465) and the proposed LACCs in a letter dated September 30, 2019.
- The Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

**Recommendations:** It is recommended, pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the I-95 South and I-64 East 3<sup>rd</sup> Street off-ramp continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

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

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the I-95 Project will move forward.

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

**Public Comments/Reactions:** There were no comments or other input received from the public as a result of the posting of the Willingness for the Project.



# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
RICHMOND VIRGINIA 23219 2000

**Stephen Brich**  
Commissioner

September 9, 2019

Mr. Thomas Nelson, Jr. P.E.  
Division Administrator  
Federal Highway Administration  
P.O. Box 10249  
400 N. 8<sup>th</sup> Street Room 750  
Richmond, Virginia 23240-0249

Attention Ms. Janice L. Williams

Interstate I-95 and I-64  
I-95/I-64 Overlap Emergency Pulloff  
Projects: 0095-127-005, P101, R201, M501  
Federal Project Number NHFP-095-1(363) PE and NHFP-095-1(374) RW  
UPC 111465  
City of Richmond  
Request for Modified Limited Access Line

Dear Mr. Nelson,

As you are aware, The Virginia Department of Transportation (VDOT) is developing plans for the construction of an emergency pulloff within the eastern I-95/I-64 interchange in downtown Richmond, Virginia. This project constructs an emergency pulloff at Exit 75, along the 3<sup>rd</sup> Street ramp adjacent to the southbound I-95 to eastbound I-64 flyover ramp. The purpose of this pulloff is for use by distressed vehicles or emergency medical vehicles and may be utilized for the VDOT stand-by towing initiative to remove disabled or damaged vehicles to a safe location following incidents on the southbound lanes of I-95.

As a result of the design of the emergency pulloff, the Limited Access Line along the 3<sup>rd</sup> Street Ramp from southbound I-95 needs to be modified to encompass the required pulloff area.

The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) on August 21, 2018.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access line along I-95 as shown on the attached exhibit and the control point table.

Attached please find a copy of the Title Sheet, a Location Map, exhibits showing each of the individual areas of LACC, the Limited Access Point Table, and letter of support from the City of Richmond.

VDOT approves of the Limited Access Control Changes as shown on the exhibit and point control table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on October 17, 2018.

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

Sincerely,



Susan H. Keen, P.E.  
State Location and Design Engineer

Approved: Jamie Williams Date 9-30-19

Enclosure  
Exhibits



# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
RICHMOND, VIRGINIA 23219 2000

**Stephen Brich**  
Commissioner

October 1, 2019

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

Subject: Approval of Limited Access Control Changes (LACCs) for a New Emergency Pull-Off Area at I-95 Southbound and I-64 Eastbound 3<sup>rd</sup> Street Off-Ramp in the City of Richmond.

Dear Commonwealth Transportation Board Members:

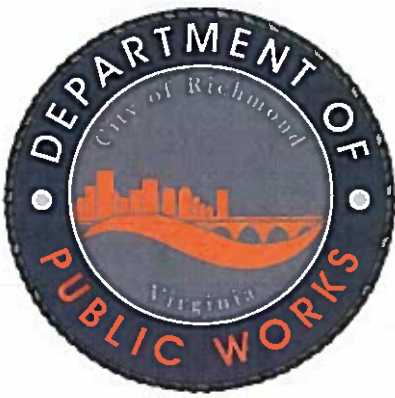
The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0095-127-005, P101, R201, M501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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,

A handwritten signature in blue ink, appearing to read 'Barton A. Thrasher'.

Barton A. Thrasher, P.E.  
Chief Engineer



August 26, 2019

Anthony Haverly, PE, PMP  
Project Manager  
Virginia Department of Transportation  
2430 Pine Forest Drive  
Colonial Heights, VA 23834

RE: LIMITED ACCESS LINE MODIFICATION / CITY APPROVAL  
3<sup>rd</sup> STREET EXIT I-95/I-64 EMERGENCY PULL-OFFS (UPC 111465)  
**SENT VIA ELECTRONIC MAIL**

Dear Mr. Haverly:

Let this correspondence serve as the City of Richmond Department of Public Works' authorization to revise the Limited Access (LACC) lines in regards to the above referenced project.

The City's approval of the plan and right of way adjustment is contingent upon the following:

1. VDOT must obtain Richmond City Council approval of land transfer to the LACC line.
2. VDOT must provide (at no cost to the City) and maintain the landscaping consistent with the concept plan dated July 8, 2019.
3. VDOT must provide (at no cost to the City) a permanent easement for maintenance, repair or replacement of the City's 48" sanitary sewer line.

The City understands the need of revising LACC lines which also clarifies the maintenance responsibility between the City and VDOT.

Please do not hesitate to call me should you have any questions.

Sincerely,

CITY OF RICHMOND

*msk*  
Bobby Vincent, Jr.  
Director of Public Works

Cc: M.S. Khara, P.E. – City Engineer – DPW  
Lamont Benjamin, P.E. – Capital Projects Manager



15766

BOOK 247 PAGE 729

THIS DEED, Made this 28th day of August, 1990, by and between the COMMONWEALTH OF VIRGINIA, acting by and through the Commonwealth Transportation Commissioner, Grantor, and the CITY OF RICHMOND, a municipal corporation, Grantee;

WITNESSETH: THAT WHEREAS, the hereinafter described property was acquired in conjunction with the State Highway System, and

WHEREAS, said property has been deemed no longer necessary for this purpose, and

WHEREAS, accordingly, this conveyance was authorized in accordance with the provisions of Sections 33.1-93 and 33.1-149 of the Code of Virginia (1950), as amended, at a meeting of the Commonwealth Transportation Board held on May 21, 1987, by a resolution duly adopted and recorded in the minutes of the said meeting.

NOW, THEREFORE, for and in consideration of the sum of ONE DOLLAR (\$1.00) and other good and valuable consideration, receipt of which is hereby acknowledged, the Grantor does hereby release, remise and quitclaim unto the Grantee the hereinafter described lot or parcel of land, all of which lies in the City of Richmond, Virginia;

Parcel A

Being as shown on plat entitled "Proposed Acquisition of Property for Municipal Purposes in the Blocks Bounded by 3rd, 5th & Jackson Streets and Interstate 95. (Visitor Orientation Center)" dated 3-11-87, Drawing No. P-21564-A, prepared by Department of Public Works, Richmond, Virginia, comprising a parcel of land lying in the southeast quadrant of Jackson Street and 4th Street Relocated, Lot #701. Beginning at a point formed by the southeast existing right of way line of 4th Street Relocated and the northeast right of way line of Jackson Street. From the point thus established the following courses and distances: with a curve to the right having a radius of 869.11 feet, length 31.10 feet; S. 53° 47' 37" E., 59 feet; S. 36° 20' 24" W., 30.50 feet; N. 53° 47' 37" W., 65 feet to the point of beginning, containing 1,873.08 square feet, more or less, land.

## Parcel B

Being as shown on said plat, and comprising a parcel of land lying southeast of and adjacent to the southeast existing right of way line of 4th Street Relocated, Lot #703, beginning at a point on a curve to the right having a radius of 869.11 feet, a length of 44.17 feet from the northeast right of way line of Jackson Street. From the point thus established the following courses and distances: with a curve to the right having a radius of 869.11 feet, length 13.09 feet; S. 53° 47' 37" E., 56 feet; S. 36° 20' 24" W., 12.93 feet; N. 53° 47' 37" W., 58 feet to the point of beginning, containing 784.08 square feet, more or less, land.

## Parcel C

Being as shown on said plat, and comprising a parcel of land lying southeast of and adjacent to the southeast existing right of way line of 4th Street Relocated, Lot #709, beginning at a point on a curve to the right having a radius of 869.11 feet, a length of 83.65 feet from the northeast right of way line of Jackson Street. From the point thus established the following courses and distances: with a curve to the right having a radius of 869.11 feet, length 45.24 feet; S. 53° 47' 37" E., 59 feet; S. 36° 20' 24" W., 44.50 feet; N. 53° 47' 37" W., 15.33 feet; S. 36° 20' 24" W., 3.60 feet; N. 53° 47' 37" W., 53 feet to the point of beginning, containing 2,787.84 square feet, more or less, land.

## Parcel D

Being as shown on said plat, and comprising parcels of land and street right of way, lying between 3rd Street and 4th Street Relocated, Interstate 95 and Jackson Street, beginning at a point formed by the northwest right of way line of 4th Street Relocated and the northeast right of way line of Jackson Street. From the point thus established the following courses and distances: N. 53° 45' 26" W., 9.25 feet; N. 36° 20' 24" E., 265.08 feet; N. 55° 48' 23" W., 108.26 feet; with a curve to the right having a radius of 393.39 feet, length 55.91 feet; S. 55° 48' 23" E., 60.61 feet; N. 36° 20' 24" E., 106.48 feet; S. 89° 59' 56" W., 145.628 feet; with a curve to the left having a radius of 260.18 feet, length 256.435 feet; S. 86° 43' 24" E., 115.47 feet; S. 52° 19' 38" E., 228.65 feet; S. 52° 43' 39" W., 5.457 feet; S. 37° 16' 21" E., 78.00 feet; N. 52° 43' 39" E., 26.437 feet; S. 52° 19' 38" E., 113.452 feet; S. 36° 23' 55" W., 51.434 feet; N. 53° 51' 11" W., 79.40 feet; S. 36° 08' 49" W., 40.00 feet; N. 53° 51' 11" W., 182.54 feet; S. 36° 20' 24" W., 250.29 feet; S. 52° 43' 39" W., 47.18 feet; with a curve to the left having a radius of 1,243.75 feet, length 213.84 feet to the point of beginning, containing 81,137.67 square feet, more or less, land.

Parcels A, B, C and D together contain 86,582.67 square feet, more or less, land.

BOOK 247 PAGE 731

For a more particular description of the land herein conveyed, reference is made to the photocopy of said plat, showing outlined in RED the said land, which photocopy is hereto attached as a part of this conveyance and is to be recorded simultaneously herewith in the State Highway Plat Book.

It is understood and agreed by and between the parties hereto, that this conveyance is subject to any right, privilege, or easement encumbering the herein described land, whether located above, upon, or under the surface, either presently in use or of record.

It is covenanted between the parties hereto, their successors and assigns, that since Routes 64 and 95 have been designated Limited Access Highways in accordance with the provisions of Article 4, Chapter 1, Title 33.1, of the Code of Virginia (1950), as amended, no rights of access, light or air, are conveyed by this instrument along the south right of way and limited access line, said south right of way and limited access line being indicated in BLUE on the aforesaid photocopy.

IN WITNESS WHEREOF, the Commonwealth of Virginia, acting by and through Ray D. Pethtel, Commonwealth Transportation Commissioner, has caused this deed to be executed in her name as of the day, month, and year first above written.

COMMONWEALTH OF VIRGINIA

By Ray D. Pethtel (SEAL)  
Commonwealth Transportation Commissioner

COMMONWEALTH OF VIRGINIA

BOOK 247 PAGE 732

City of Richmond, To-Wit:

I, John E. Donley, a Notary Public in and for the State of Virginia at Large, do certify that Ray D. Pethtel, Commonwealth Transportation Commissioner, whose name is signed to the foregoing writing bearing date on the 28th day of August, 1990, has acknowledged the same before me.

My commission expires April 10, 1993.

Given under my hand this 28<sup>th</sup> day of August, 1990.

John E. Donley  
Notary Public

State Hwy Plat Book 7 pg. 195  
VIRGINIA: IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF THE CITY OF RICHMOND.

This deed was presented, and, with the Certificate annexed, admitted to record on

SEP. 18 1990

at 2:48 o'clock P.M.

Clerk's Fee	_____
Transfer Fee	<u>ND</u>
State Tax	_____
City Tax	<u>fee</u>
Grantor's Tax	_____
Total	_____

Teste:

File: City of Richmond

Luca P. Purdy Clerk

CS 139047







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

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**RE: LACC UPC 111465 I-95 and I-64 3rd Street Emergency Pull-Off**

1 message

---

**Lori Snider** <Lori.Snider@vdot.virginia.gov>  
To: Neil Hord <neil.hord@vdot.virginia.gov>  
Cc: George Rogerson <george.rogerson@vdot.virginia.gov>

Mon, Sep 16, 2019 at 4:16 PM

I concur from a Right of Way & Utilities perspective.

Lori

-----Original Message-----

From: Hord, Neil <neil.hord@vdot.virginia.gov>  
Sent: Monday, September 16, 2019 1:37 PM  
To: Snider, Lori A. (VDOT) <Lori.Snider@vdot.virginia.gov>  
Cc: George Rogerson <george.rogerson@vdot.virginia.gov>  
Subject: Fwd: LACC UPC 111465 I-95 and I-64 3rd Street Emergency Pull-Off

Lori,

I received the attached LACC request from L&D. The lines have been shifted due to a prior conveyance to the City of Richmond for a visitor center that was never constructed. While these lines are hard to read and fully understanding the exact current limits of the limited access is difficult, the exhibit reflects exactly what is needed for the upcoming project. I recommend your approval. If you concur please respond to George Rogerson.

Neil

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

From: Rogerson, George <george.rogerson@vdot.virginia.gov>  
Date: Mon, Sep 9, 2019 at 11:55 AM  
Subject: LACC UPC 111465 I-95 and I-64 3rd Street Emergency Pull-Off  
To: Hord, Neil <neil.hord@vdot.virginia.gov>

Neil,

Please review the documents below and if you concur send to Lori for her approval. This LACC will be on the October CTB Agenda.

Thank you,  
George

--

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

**Minutes of the Meeting of the State Highway  
Commission of Virginia, held in  
Richmond  
October 4, 1958**

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1958. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, Wm. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

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

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

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

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

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Bohls Brothers, Inc., Staunton, Va., at the bid of \$67,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pizarro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,856.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,960.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

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

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

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

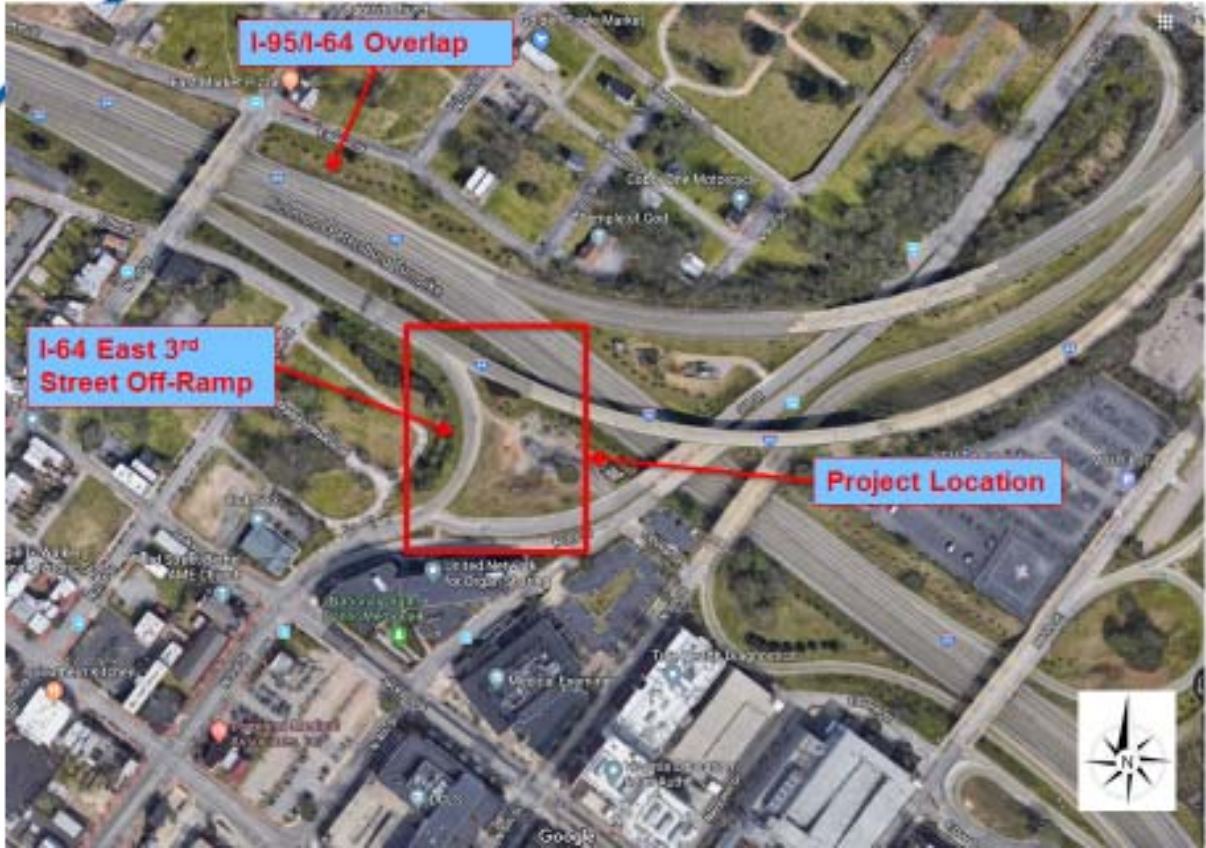
Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate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

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

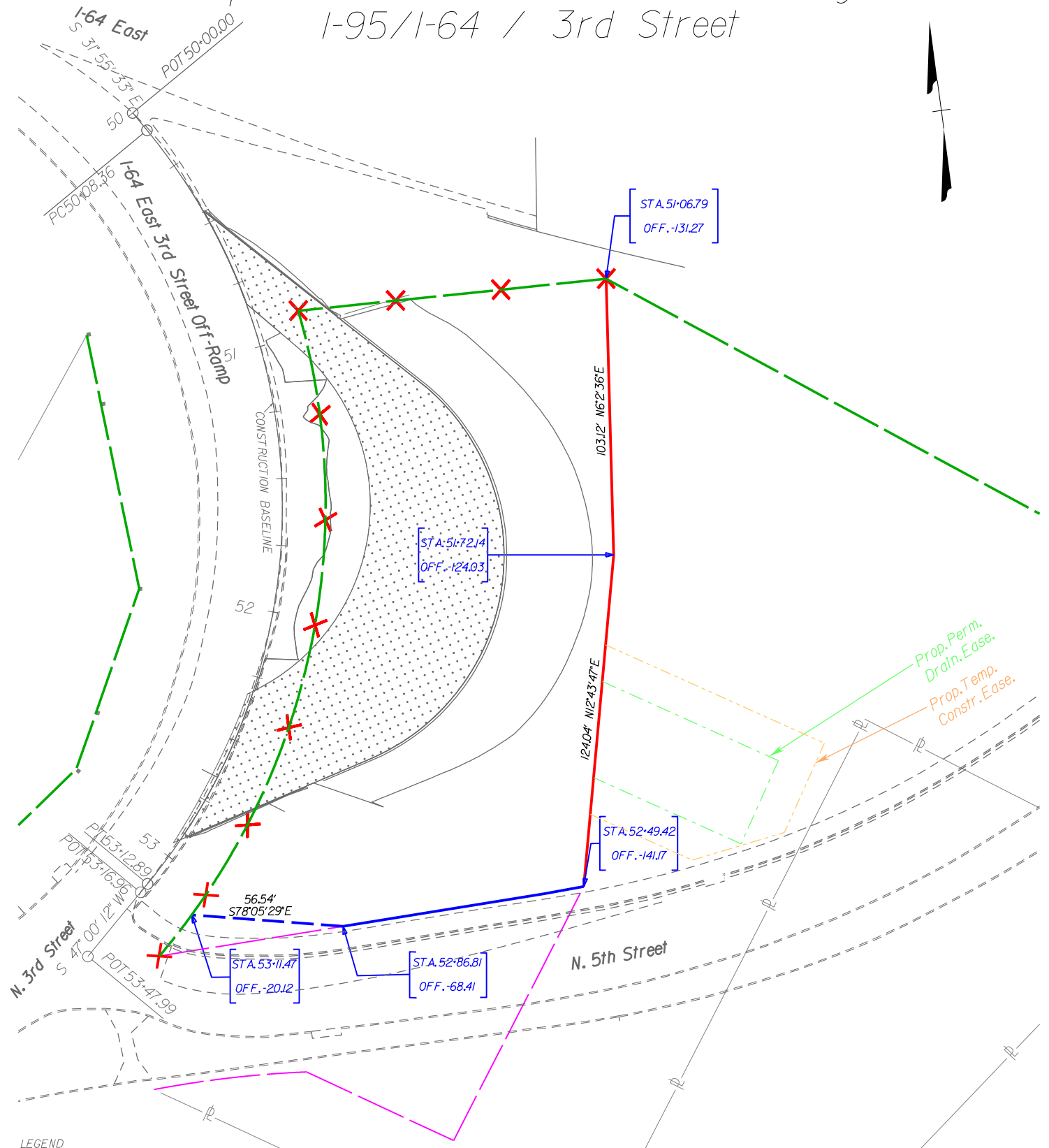
### UPC 111465 Limited Access Point Table

Revision Description	Alignment	Station	Offset	Description of Point
Revision to L/A for Exit 75 ramp from I-64/I-95 to 3rd Street	3rd St exit ramp	51+06.79	131.27' LT	Proposed L/A - R/W corner on existing L/A at 3rd St and Ramp Exit 75
	3th St exit ramp	51+72.14	124.03' LT	Proposed L/A - R/W corner on Ramp Exit 75
	3th St exit ramp	52+49.42	141.17' LT	Proposed L/A - R/W corner on Ramp Exit 75
	3th St exit ramp	52+86.81	68.41 LT	Existing R/W, Proposed L/A corner on Ramp Exit 75
	3th St exit ramp	53+11.47	20.12 LT	Proposed L/A corner on Ramp Exit 75

# UPC 111465 3<sup>rd</sup> St. Emergency Pull-off Location



# Proposed Limited Access Control Changes I-95/I-64 / 3rd Street



LEGEND

- RW - Right-of-Way      LA - Limited Access
- Proposed RW/LA line
- Existing RW & Proposed LA line
- - - - Proposed LA line
- - - - Existing RW/LA line
- - - - X Existing RW/LA line to be eliminated
- - - - Existing RW line

SCALE: 0 50' 100'

SHEET NO.





# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
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*Agenda item # 12*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 16, 2019

#### MOTION

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

**Title: Washington Metropolitan Area Transit Authority (WMATA) Annual Reporting – Fiscal Year 2019**

**WHEREAS**, Section 33.2-1526.1 of the *Code of Virginia*, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, restructures the Commonwealth Mass Transit Fund so that 53.5 percent of its funds shall be annually allocated to NVTC for distribution to WMATA on behalf of its local jurisdictions for capital purposes and operating assistance (“Commonwealth Mass Transit Fund WMATA Allocation”), as determined by NVTC; and

**WHEREAS**, the enactment clauses of Chapter 854 of the 2018 Virginia Acts of Assembly required the Commonwealth Transportation Board to withhold funding available to WMATA pursuant to Section 33.2-1526.1(C)(3) of the *Code of Virginia* Allocation under the following conditions:

1. The first enactment clause requires that, in any year that the total Virginia operating assistance in the approved WMATA budget increases by more than 3 percent from the total operating assistance in the prior year's approved WMATA budget, the Board shall withhold an amount equal to 35 percent of the funds available. The following items shall not be included in the calculation of any WMATA budget increase: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board before or after the effective date of this provision; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.
2. The seventh enactment clause requires the CTB shall withhold 20 percent of the funds available if (i) any alternate directors participate or take action at an official WMATA

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

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

**WHEREAS**, the Commonwealth Transportation Board approved policy and guidelines to implement the enactment clauses by resolution of the Board on September 18, 2018; and

**WHEREAS**, the Virginia Department of Rail and Public Transportation has completed a review of WMATA's compliance with such requirements, in consultation with the Office of the Attorney General, and has presented their findings to the Board; and

**NOW THEREFORE, BE IT RESOLVED** that the Board hereby adopts the following findings relative to WMATA's compliance for Fiscal Year 2019:

**3% Cap on Growth in Total Virginia Operating Assistance (Enactment Clause 1 of Chapter 854 of the 2018 Virginia Acts of Assembly)**

1. WMATA has met the requirements of the statute and Board policy for FY2019.
2. No enforcement action to be taken for FY2019.

**Participation by Alternate Directors of the WMATA Board (Enactment Clause 7 of Chapter 854 of the 2018 Virginia Acts of Assembly)**

1. WMATA has met the requirements of the statute and Board policy for FY2019.
2. No enforcement action to be taken for FY2019.

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

1. WMATA has met the minimum requirements for compliance with the statute and CTB policy.
2. WMATA shall improve the level of detail provided in the Capital Improvement Program and enhance capital program reporting in the future, based on the negotiated terms of the regional capital funding agreement.
3. No enforcement action to be taken for FY2019.

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

1. WMATA has met the minimum requirements for compliance with the statute and CTB policy.
2. WMATA was under a time constraint to produce the first strategic plan, which is very general and lacks specificity.
3. The strategic plan was developed internally by WMATA staff with limited input from the Board or jurisdictions.
4. Board policy requires an update every 36 months. The next strategic plan should be developed in a more open and inclusive manner, with enough time allotted to allow for meaningful input.
5. No enforcement action to be taken for FY2019.

#####

## CTB Decision Brief

### **Title: Washington Metropolitan Area Transit Authority (WMATA) Annual Reporting – Fiscal Year 2019**

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

**Facts:** WMATA provided the required notifications for FY 2019-2020 actions to DRPT in two separate letters dated June 27, 2019. DRPT staff reviewed and analyzed the information received from WMATA and DRPT Director Jennifer Mitchell presented DRPT's findings and recommendations to the CTB at its workshop on September 17, 2019. The four specific legislative and CTB Policy requirements that WMATA must document compliance with include the annual adoption of a detailed Capital Improvement Program (CIP), the adoption or update of a Strategic Plan at least every 36 months, a 3% cap on growth in total Virginia operating assistance from the previous fiscal year, and restrictions on the participation by Alternate Directors to the WMATA Board. WMATA must also certify that it held public hearings on the CIP and Strategic Plan prior to adoption. DRPT found that WMATA met the standards for compliance with all four legislative and CTB Policy requirements in FY 2019.

**Recommendation:** Based on its analysis of the required information received from WMATA, DRPT recommends that the CTB take no enforcement actions against WMATA related to its FY 2019 compliance with the 2018 CTB Policy. DRPT will continue to be actively involved in the development of WMATA's annual budgets and CIPs to ensure compliance with the statute and CTB Policy. DRPT will make advisory comments to WMATA related to the development of its next CIP and Strategic Plan as described in Director Mitchell's presentation to the CTB on September 17, 2019.

**Action Required by CTB:** Approval of the attached resolution certifying that the CTB will take no enforcement actions against WMATA related to its FY 2019 compliance with the 2018 CTB Policy.

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



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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*Agenda item #13*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

#### MOTION

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

**Title: Approval of Inaugural I-395/I-95 Commuter Choice Program of Projects and Inclusion into FY 2020 – FY 2025 Six Year Improvement Program**

**WHEREAS**, on December 6, 2017, the Commonwealth Transportation Board (CTB) approved a Memorandum of Agreement (MOA) among the CTB, the Virginia Department of Transportation (“VDOT”), the Virginia Department of Rail and Public Transportation (“DRPT”), the Northern Virginia Transportation Commission (“NVTC”) and the Potomac and Rappahannock Transportation Commission (“PRTC”) regarding the Annual Transit Investment (“ATI”) from the I-395 High Occupancy Toll (“HOT”) lanes to be paid to the Commonwealth by 95 Express Lanes, LLC (“the Concessionaire”) (the “Project”) ; and

**WHEREAS**, the Improvement Goals of the Project are to maximize person throughput in the Corridor and implement multimodal improvements through the following: (i) improve mobility along the Corridor; (ii) support new, diverse travel choices, and, (iii) enhance transportation safety and reliability, each of which will benefit the users of the portion of I-395 beginning at Turkeycock Run in Fairfax County, Virginia and ending at the Potomac River in Arlington County, Virginia (the “Corridor” or the “Facility”); and

**WHEREAS**, the Project will facilitate implementation of recommendations from DRPT’s August 2017 I-95/I-395 Transit/Transportation Demand Management Study Final Report and projects in the region’s constrained long range plan, as such plan may be updated from time to time, including but not limited to multimodal transportation improvements to the roadways and associated transportation and transit facilities in the vicinity of the Facility (“Multimodal Projects”) as described in the aforesaid DRPT report; and

**WHEREAS**, the MOA delegates to NVTC and PRTC the authority to select and administer the implementation of Multimodal Projects designed specifically to attain the Improvement Goals to be financed from the ATI paid to the Commonwealth by the Concessionaire from toll revenues attributable to the Facility; and

**WHEREAS**, such Multimodal Projects shall be selected by NVTC and PRTC in accordance with a process established pursuant to the MOA and the “Agreement Between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds” that was executed on January 28, 2019, (the “Distribution Agreement”); and

**WHEREAS**, the CTB shall approve the Multimodal Projects selected by NVTC and PRTC and shall allocate ATI funds for them, provided the Multimodal Projects meet the Project Criteria specified in the MOA and are selected in accordance with the selection process described in the MOA and the Distribution Agreement”; and

**WHEREAS**, all future I-395/I-95 Commuter Choice Programs of Projects will be approved as a part of the Six Year Improvement Program presented to the CTB for approval in June of each year; and

**WHEREAS**, both NVTC and PRTC approved a program of Multimodal Projects, attached hereto, in the amount of \$18,950,049 at their respective meetings on October 3, 2019; and

**WHEREAS**, DRPT recommends that the CTB approve the program of Multimodal Projects, attached hereto, and allocate funding for the Multimodal Projects in the Six Year Improvement Program for FY 2020-FY 2025.

**NOW THEREFORE, BE IT RESOLVED** that the Board approves the I-395/I-95 Commuter Choice Program Multimodal Projects, attached hereto, that have been previously approved by NVTC and PRTC; and

**BE IT FURTHER RESOLVED** that the Board allocates \$18,950,049 in funding for the I-395/I-95 Commuter Choice Program Multimodal Projects in the Six Year Improvement Program for FY 2020-FY 2025.

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## CTB Decision Brief

### **Title: Approval of Inaugural I-395/I-95 Commuter Choice Program of Projects and Inclusion into FY 2020-2025 Six-Year Improvement Program**

**Issue:** In accordance with the January 2019 “Memorandum of Agreement Regarding the Annual Transit Investment from the 395 HOT Lanes” (the “MOA”) among the CTB, VDOT, DRPT, the Northern Virginia Transportation Commission (“NVTC”) and the Potomac and Rappahannock Transportation Commission (“PRTC”), on October 3, 2019, the governing boards for both NVTC and PRTC approved an inaugural program of multimodal projects for the I-395/I-95 Commuter Choice Program (the “Program of Projects”). The Program of Projects requires CTB approval for inclusion into the Six Year Improvement Program (“SYIP”) for FY 2020-2025. DRPT and NVTC staff briefed the CTB on the multimodal program development process at the CTB workshop on September 17, 2019, in Richmond. The total cost of the proposed Program of Projects is \$18,950,049 and includes 10 projects to be implemented by five separate entities as well as NVTC program administration costs. A list of the projects approved for funding by NVTC and PRTC on October 3, 2019 is attached.

**Facts:** The MOA among the CTB, VDOT, DRPT, NVTC and PRTC relating to the development and implementation of the I-395/I-95 Commuter Choice Program was approved by the CTB on December 6, 2017, and fully executed as of January 28, 2019. The MOA delegates to NVTC and PRTC the authority to select and administer the implementation of multimodal projects that are specifically designed to meet the “Project Criteria” specified in the MOA and that are to be financed from a portion of the toll revenues from the facility that is to be paid to the Commonwealth by the I-395/I-95 concessionaire as an Annual Transit Investment (“ATI”). The MOA outlines the process to be used by NVTC and PRTC for selecting multimodal projects to be funded with ATI revenues and it requires the CTB to give final approval to the program of multimodal projects by allocating funding for the projects in the SYIP. Between spring and fall 2019 NVTC and PRTC jointly issued a call for projects, received and evaluated project applications, developed the proposed program of multimodal projects (with input and guidance from DRPT), received public input and, on October 3, 2019, the governing boards for both entities approved a program of multimodal projects for funding. The total cost of the proposed Program of Projects is \$18,950,049 and includes 10 projects to be implemented by five separate entities as well as NVTC program administration costs.

**Recommendation:** DRPT recommends that the CTB approve the proposed I-395/I-95 Commuter Choice Program of Projects and include funding for the projects in the SYIP for FY 2020-2025. DRPT staff provided input and guidance to NVTC and PRTC throughout the development of the proposed Program of Projects and coordinated a legal review of the program with the Office of the Attorney General. DRPT is satisfied that the proposed I-395/I-95 Commuter Choice Program of Projects was developed in compliance with the MOA and that the selected multimodal projects satisfy the “Project Criteria” specified in the MOA.

**Action Required by CTB:** Approval of the attached resolution to allocate \$18,950,049 in funding for the 10 identified multimodal projects and NVTC program administration costs in the SYIP for FY 2020-2025.

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



**Inaugural I-395/I-95 Commuter Choice Program of Projects (Multimodal Projects)  
for inclusion in FY 2020-2025 SYIP**

Multimodal Program Project Description	Applicant	Total Funding Request
Enhanced OmniRide Bus Service from Dale City to Ballston	PRTC	\$ 251,600
Enhanced DASH Bus Service on AT-1 Plus: West End to Van Dorn Metro	DASH (Alexandria)	\$ 3,040,000
Enhanced OmniRide Bus Service on Prince William Express: OmniRide Transit Center to Franconia-Springfield Metro	PRTC	\$ 562,400
Enhanced OmniRide Bus Service on Route 1 Local; Quantico to Woodbridge VRE	PRTC	\$ 1,133,500
New Fairfax Connector Bus Service to the Pentagon, including Gambrill and Backlick North Park & Ride Improvements	Fairfax County	\$ 3,540,903
New Transportation Demand Management (TDM) Outreach Campaign for Military Facilities	NVRC	\$ 396,184
New OmniRide Bus Service from Staffordboro to Downtown DC	PRTC	\$ 3,569,200
Enhanced DASH Bus Service on AT-9: Mark Center to Potomac Yard	DASH (Alexandria)	\$ 1,949,000
New OmniRide Bus Service from Staffordboro to Downtown DC	PRTC	\$ 3,495,300
Commuter Store at Pentagon Transit Center	Arlington County	\$ 211,962
I-395/I-95 Commuter Choice Program Administration, Evaluation, Oversight, Marketing and Outreach	NVTC	\$ 800,000
<b>Total</b>		<b>\$ 18,950,049</b>

AWARD

ARTERIAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
B56	110111	FROM: 0.076 MILES SOUTH OF MATTAPONI RIVER	CORMAN KOKOSING CONSTRUCTION COMPANY	6	\$5,713,540.00	\$4,176,664.08	Exceeds
	0207-016-634, C501, B621	TO: 0.114 MILES NORTH OF MATTAPONI RIVER	ANNAPOLIS JUNCTION				
	NHPP-016-6 (057)	CAROLINE	MD				
	Construction Funds	FREDERICKSBURG DISTRICT					
		SGR - SBL BRIDGE REPLACEMENT OVER MATTAPONI RIVER					

**1 Recommended for AWARD \$5,713,540.00**

## **October 2019 CTB Meeting**

B56

**0207-016-634, C501**

**Caroline County**

This project includes the replacement of the bridge carrying the Southbound lanes over the Mattaponi River on Route 207 and the associated approach work. Route 207 is an active truck route with separate two lane bridges for the Northbound and Southbound directions. The route is located adjacent to Fort AP Hill and is part of the National Highway System. Portions of the bridge are structurally deficient. The bridge structure is on the verge of being posted as restricted for legal loads only.

Traffic will be maintained under detour via temporary crossovers as the new bridge is constructed. The traffic will be reduced to one lane in each direction during construction.

Fixed Completion Date: July 23, 2021