



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

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

All board members will be participating remotely. The public may view the meeting via live stream by clicking the "View video" button at the following link: http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp. There will be opportunity for public comment during this meeting. Public comment can be submitted by calling the following telephone number 1-620-359-7790 followed by PIN: 448 872 065# when it is announced that public comment will begin. A caller may be placed on hold until others who have called in earlier have had opportunity to speak.

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

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

AGENDA

May 20, 2020

Upon adjournment of the May 20, 2020 Workshop Meeting.

Public Comments:

Approval of Minutes:

March 17, 2020

April 21, 2020

OFFICE OF LAND USE:

Presenting: Robert Hofrichter
Division Director

1. Action on Abandonment in the Primary System of State Highways: Previously Discontinued Portion of Route 522 Located in Louisa County Located in the Culpeper District.
2. Action on Discontinuance in the Secondary System of State Highways Route 731 in Buchanan County Located in the Bristol District.
3. Action on Abandonment, Primary System of State Highways, Route F881 in Fauquier County Located in the Culpeper District.

LOCATION AND DESIGN DIVISION:

Presenting: Susan Keen
Division Administrator

4. Action on Limited Access Control Changes (LACCs) for the Interstate 95 Northbound Rappahannock River Crossing in the City of Fredericksburg and Stafford County Located in the Fredericksburg District.
5. Action on Limited Access Control Changes Interstate 395 and Route 27 (Washington Boulevard) at Route 244 (Columbia Pike) Interchange in Relation to the Arlington National Cemetery Southern Expansion, Federal Highway Administration-Eastern Federal Lands Highway Division and Defense Access Road Project Located in the Northern Virginia District.

LOCAL ASSISTANCE DIVISION:

Presenting: Russell Dudley
Division Administrator

6. Action on Revenue Sharing De-allocation of Project Funds, UPC 108871, Western Perimeter Road, Montgomery County Located in the Salem District.
7. Action on Recreational Access to Westmoreland State Park, Project RECR-096-624, Westmoreland County Located in the Fredericksburg District.
8. Action on Economic Development Access to Massimo Zanetti Beverage USA, Project ECON-133-457, City of Suffolk Located in the Hampton Roads District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

9. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020-2025.
10. Action on FY20-25 Six-Year Improvement Program Transfers For February 20, 2020 through April 17, 2020.

Agenda

Meeting of the Commonwealth Transportation Board

May 20, 2020

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11. Action on SMART SCALE Project Cancellation I-64 Ramp Signalization at Ashland Road (Rte.623) UPC 109313 Located in the Richmond District.

SCHEDULING AND CONTRACT:

Presenting: Harold Caples
Assistant State Construction Engineer

12. Bids.

NEW BUSINESS:

ADJOURNMENT:

###



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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Abandonment – Primary System of State Highways: Previously Discontinued Portion of Route 522 Located in Louisa County

WHEREAS, upon reconstruction of Route 522 in Louisa County in the 1960's, the State Highway Commission, predecessor to the Commonwealth Transportation Board, relocated a segment of an existing primary system roadway to a new alignment, causing the previous segment to no longer provide a public convenience that warrants maintenance at public expense; and

WHEREAS, the State Highway Commission passed a resolution on March 19, 1970 discontinuing that previous segment of Route 522 (discontinued segment or old Route 522); and

WHEREAS, the Louisa County Board of Supervisors has approved a resolution, attached hereto as Exhibit A, requesting the abandonment of a certain 0.09 mile segment of old Route 522, as seen in the map attached hereto as Exhibit B, which represents a portion of the previously discontinued segment; and

WHEREAS, notice was posted of the intent to abandon such segment, attached hereto as Exhibit C, and such posting was done in accordance with § 33.2-902, and no requests were received for public hearing on the matter; and

Resolution of the Board

Abandonment--Primary System of State Highways: Previously Discontinued Portion of Route 522 Located in Louisa County

May 20, 2020

Page 2 of 2

WHEREAS, a primary roadway for which no public necessity exists may be abandoned by the Board, pursuant to § 33.2-902, *Code of Virginia* 1950, as amended

Primary System of State Highways

NOW THEREFORE, BE IT RESOLVED, that the roadway segment identified below, and as depicted in Exhibit B, is hereby ordered abandoned as part of primary system of state highways, pursuant to § 33.2-902, *Code of Virginia*, 1950, as amended.

Abandonment

Culpeper District

Louisa County

Project: 0064-054-102

- Old Route 522 – Segment B – E 0.09 Mi.

Total Mileage Abandoned from the Primary System: 0.09 Mi.

#####

CTB Decision Brief

Abandonment: Primary System of State Highways: Previously Discontinued Portion of Route 522 Located in Louisa County

Issue: The Louisa County Board of Supervisors has requested that a 0.09 mile segment of a previously discontinued portion of Route 522 in Louisa County be abandoned pursuant to § 33.2-902 of the *Code of Virginia*.

Facts: The State Highway Commission, predecessor to the Commonwealth Transportation Board, passed a resolution on March 19, 1970, discontinuing a portion of old Route 522, upon the construction of Interstate 64 and reconstruction of Rt. 522 nearby. The 0.09 mile segment currently being requested for abandonment is a portion of the roadway that was discontinued in 1970.

The Louisa County Board of Supervisors requested, by resolution on March 2, 2020 (Exhibit A, attached), the abandonment of the 0.09 mile segment of old Route 522 located 0.32 mile north of the Route 250/522 intersection (segment identified as “B – E” noted in “Blue” on Exhibit B, attached). The County wishes to abandon this 0.09 mile portion of old Route 522 for the completion of a proposed development.

Upon review of the area, VDOT staff determined the 0.09 mile segment of old Route 522 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.

Pursuant to and in accordance with § 33.2-902 of the *Code of Virginia*, Louisa County published a “Notice of Intent to Abandon” in *The Central Virginian* publication on January 30 and February 6, 2020 (Exhibit C, attached). A public hearing occurred on March 2, 2020.

Recommendations: VDOT recommends the Board approve the abandonment of the 0.09 mile segment of old Route 522 referenced above.

Action Required by CTB: The *Code of Virginia* requires a majority of the Board’s members to approve the proposed abandonment. A resolution describing the proposed segment to be abandoned is provided for the Board’s consideration.

Result if Approved: If approved, the segment of discontinued highway will no longer be available for use by the public.

Options: Approve, Deny or Defer

Public Comments/Reactions: A public hearing occurred on March 2, 2020 and no public comments were offered.

Exhibit A
Board of Supervisors' Resolution

BOARD OF SUPERVISORS
COUNTY OF LOUISA
RESOLUTION

At a regular meeting of the Board of Supervisors of the County of Louisa held in the Louisa County Public Meeting Room at 5:00 PM on the 2nd day of March 2020, at which the following members were present, the following resolution was adopted by a majority of all members of the Board of Supervisors, the vote being recorded in the minutes of the meeting as shown below:

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Tommy J. Barlow, Mountain Road District Supervisor
SECONDER:	Fitzgerald A. Barnes, Patrick Henry District Supervisor
AYES:	Barlow, Barnes, Gentry Jr., Purcell, Williams, Adams, Babyok

A RESOLUTION ABANDONING OLD ROUTE 522 AT GUM SPRING CENTER

WHEREAS, Pursuant to §33.2-902 Code of Virginia, the Louisa County Board of Supervisors will consider abandonment of a discontinued section of old Route 522, from its intersection with Route 522 and the shared property line of Parcel 100-90 and Parcel 100-91, a distance of 0.09 miles; and

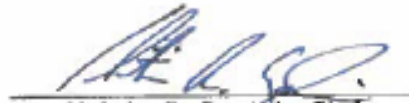
WHEREAS, this action is being considered as no public necessity exists for the continuance of the section of primary road as a public road and to facilitate the transfer of jurisdiction over said section of old Route 522; and

WHEREAS, certain segments identified appear to no longer serve public convenience and should be abandoned as a part of the Secondary System of State Highways.

NOW, THEREFORE, BE IT RESOLVED, on this 2nd day of March 2020, that the Louisa County Board of Supervisors hereby requests VDOT to take the necessary action to abandon those segments identified as mentioned as a part of the Secondary System of State Highways, pursuant to §33.2-902, Code of Virginia; and

BE IT FURTHER RESOLVED, that a certified copy of this resolution be forwarded to VDOT.

A Copy, teste:



Christian R. Goodwin, Clerk
Board of Supervisors
Louisa County, Virginia

Exhibit B
Sketch of Proposed Segment to be Abandoned

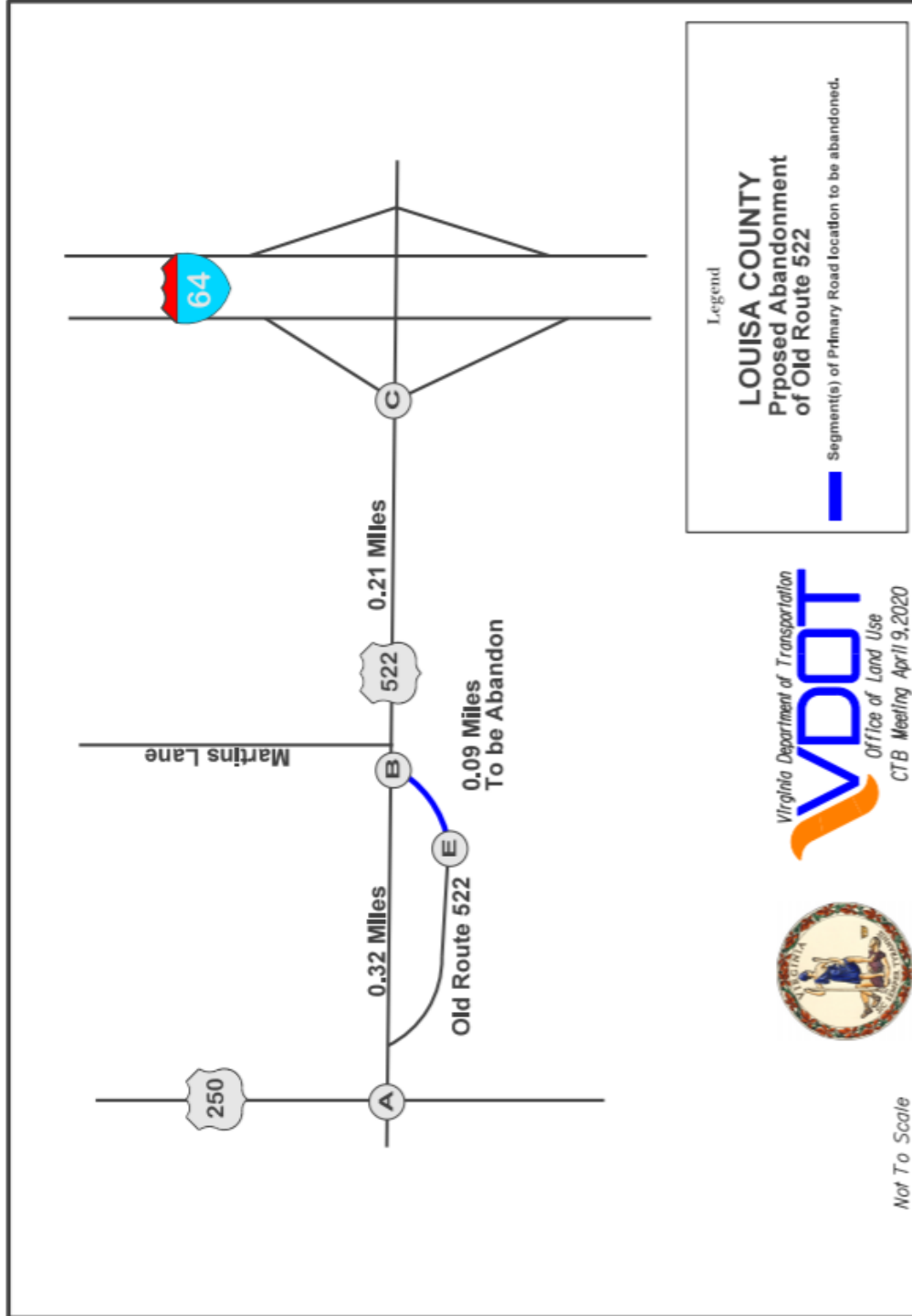



Exhibit C
“Notice of Intent to Abandon”

Published in *The Central Virginian*
January 30 and February 6, 2020



**NOTICE OF PUBLIC HEARING
LOUISA COUNTY BOARD OF
SUPERVISORS**

The Louisa County Board of Supervisors will hold a public hearing on the following item(s) at 6:00 p.m., after regular business, on Monday, March 2, 2020, in the Public Meeting Room, Main Floor, Louisa County Office Building, Louisa, Virginia:

**Public Hearing – Notice of Proposed Road Abandonment
Discontinued Old Route 522; Louisa County**

Pursuant to §33.2-902 Code of Virginia, the Louisa County Board of Supervisors will consider abandonment of a discontinued section of old Route 522, from its intersection with Route 522 and the shared property line of Parcel 100-90 and Parcel 100-91, a distance of 0.09 miles. This action is being considered as no public necessity exists for the continuance of the section of primary road as a public road and to facilitate the transfer of jurisdiction over said section of old Route 522 to the Louisa County Board of Supervisors pursuant to §33.2-902 Code of Virginia.

Persons wishing to review maps and material related to the abandonment may do so at the Louisa County Office Building, Administration Department, located at 1 Woolfolk Ave., Louisa, Virginia 23093, or by calling (540) 967-3400.

Any parties wishing to speak are requested to attend the public hearing.

BY ORDER OF:
ROBERT F. BABYOK, JR., CHAIRMAN
LOUISA COUNTY BOARD OF SUPERVISORS
LOUISA COUNTY, VIRGINIA



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Discontinuance – Secondary System of State Highways Route 731 in Buchanan County

WHEREAS, Route 731, located in Buchanan County, measuring approximately 0.10 of a mile, no longer provides a public convenience that warrants maintenance at public expense rendering it eligible for discontinuance; and

WHEREAS, pursuant to § 33.2-908 of the *Code of Virginia*, notice of the proposed discontinuance was published in The Virginia Mountaineer on February 6, 2020 and the Virginia Department of Transportation provided the Buchanan County Board of Supervisors as well as abutting landowners notice of the proposed discontinuance; and

WHEREAS, the Buchanan County Board of Supervisors has approved a resolution, attached hereto as Exhibit A, requesting the discontinuance the original roadway, described as Route 731 and measuring approximately 0.10 mi., as seen in the map attached hereto as Exhibit B; and

WHEREAS, pursuant to § 33.2-908 of the *Code of Virginia*, a section of the highway may be discontinued from the secondary state highway system by the Commonwealth Transportation Board if the highway is deemed to be not required for public convenience; and

Resolution of the Commonwealth Transportation Board
Discontinuance – Secondary System of State Highways – Route 731 in Buchanan County
May 20, 2020
Page Two

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board approves the discontinuance of the roadway segment identified below and as depicted on Exhibit B attached hereto, as part of the secondary system of state highways, pursuant to §33.2-908, *Code of Virginia*, as the roadway is no longer necessary for the uses of the secondary state highway system and is no longer providing sufficient public convenience to warrant maintenance at public expense.

Secondary System of State Highways

Discontinuance

Bristol District

Buchanan County

- Route 731

0.10 Mi.

Total Mileage Discontinued from the Secondary System: 0.10 Mi.

#####

CTB Decision Brief

Discontinuance - Secondary System of State Highways: Route 731 in Buchanan County

Issue: The Virginia Department of Transportation (VDOT), with the support of the Buchanan County Board of Supervisors, proposes to discontinue Route 731 in Buchanan County, which is 0.10 of a mile in length. Pursuant to §33.2-908 of the *Code of Virginia*, said discontinuance must be approved by the Commonwealth Transportation Board (Board).

Facts: Upon review of the area, VDOT staff determined Route 731 should be discontinued as a part of the Secondary System of State Highways, pursuant to § 33.2-908 of the *Code of Virginia*, as it no longer provides a public convenience that warrants maintenance at public expense.

The Buchanan County Board of Supervisors supports the Board's discontinuance of Route 731, from Route 680 (Contrary Creek Road) to the end of state maintenance.

The Buchanan County Board of Supervisors supported, by resolution on March 3, 2020 (Exhibit A, attached), the discontinuance of Route 731 (road noted in "Yellow" on Exhibit B, attached).

In accordance with §33.2-908, notice of the discontinuance was published in The Virginia Mountaineer newspaper on February 6, 2020. Buchanan County Board of Supervisors and property owners with land abutting the section of roadway considered for discontinuance received notice via certified mail.

Recommendation: VDOT recommends the Board approve the discontinuance of Route 731 referenced above.

Action Required by CTB: The *Code of Virginia* requires a majority of the Board's members to approve the proposed discontinuance. A resolution describing the proposed road to be discontinued is provided for the Board's consideration.

Result if Approved: If approved, VDOT will suspend all its maintenance activity on the roadway segment.

Options: Approve, Deny or Defer

Public Comments/Reaction: There were no public comments made at the Buchanan County Board of Supervisors meeting regarding this proposed discontinuance.

Exhibit A

Board of Supervisors' Resolution

The Board of Supervisors of Buchanan County, in regular meeting on the 3rd day of March, 2020, adopted the following:

RESOLUTION OF SUPPORT FOR DISCONTINUANCE OF VDOT SECONDARY ROUTE 731

WHEREAS, the Virginia Department of Transportation has notified the Buchanan County Board of Supervisors of its intent to discontinue Route 731 from Route 680 to Dead End, a distance of 0.10 miles, and

WHEREAS, the sketch, attached and incorporated herein as a part of this resolution, defines the adjustment required in the secondary system of state highways as a result of the discontinuance of Route 731, and

NOW, THEREFORE, BE IT RESOLVED, this Board hereby concurs with and supports the Commonwealth Transportation Board's changes to the secondary system of state highways as identified on the attached sketch, pursuant to §33.2-908 of the Code of Virginia, and

BE IT FINALLY RESOLVED, this Board orders that a certified copy of this resolution be forwarded to the Resident Engineer for the Virginia Department of Transportation.

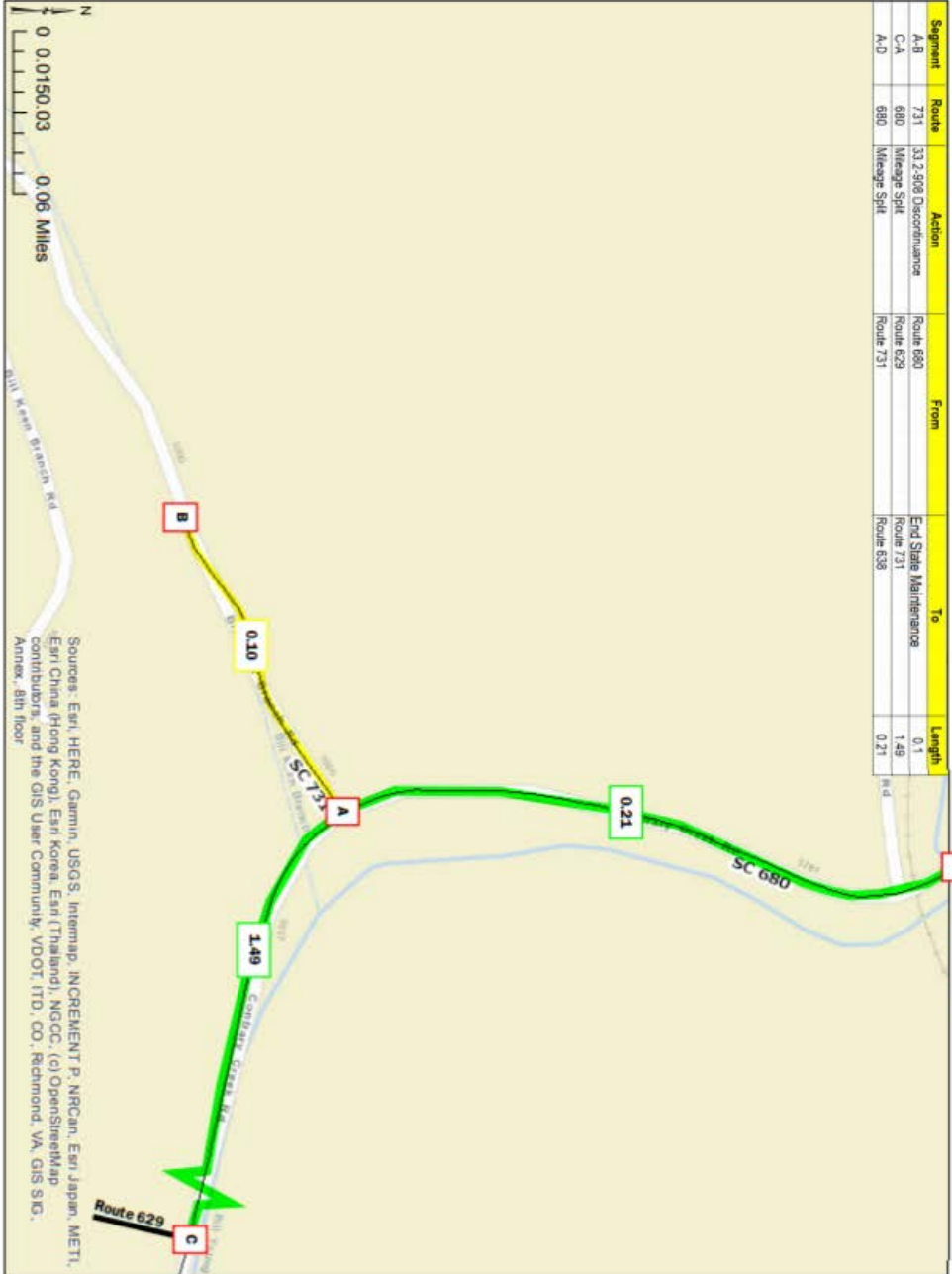
Recorded Vote
Moved By: Tim Hess
Seconded By: Drew Keene
Yeas: 1
Nays: 0

A Copy Teste:
Robert C. Horn
Robert C. Horn, County Administrator

Exhibit B Sketch of Proposed Road to be Discontinued

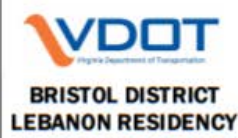
Route 731 Discontinuance

Segment	Route	Action	From	To	Length
A-B	731	33.2-508 Discontinuance	Route 680	End State Maintenance	0.1
C-A	680	Mileage Split	Route 629	Route 731	1.49
A-D	680	Mileage Split	Route 731	Route 638	0.21




Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, VDOT, LTD, CO., Richmond, VA, GIS SIG, Annex, 8th floor

Notes



**BUCHANAN COUNTY (013)
ROUTE 731 DISCONTINUANCE**

Exhibit C
Public Notice of Discontinuance
Published in The Virginia Mountaineer on February 6, 2020



NOTICE OF PROPOSED ROAD DISCONTINUANCE
ROUTE 731, BUCHANAN COUNTY

Pursuant to §33.2-908.B of the Code of Virginia, the Virginia Department of Transportation will consider discontinuance of Route 731 from Route 680 to Dead End, a distance of 0.10 mile(s).

Anyone wishing a public hearing be held by the Virginia Department of Transportation prior to its consideration of this proposed discontinuance should contact the VDOT Lebanon Residency office on or before **March 6, 2020** to request a public hearing.

Virginia Department of Transportation
1067 Fincastle Rd.
Lebanon, VA 24266
(276) 889-7601

8-11



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Abandonment – Primary System of State Highways– Route F881 in Fauquier County

WHEREAS, pursuant to §33.2-902 of the *Code of Virginia*, the Commissioner of Highways was provided with a petition to abandon Route F881, a road in the Primary System of State Highways, located in Fauquier County. This matter is being considered at the request of an adjacent property owner. The road segment's total distance of 0.17 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 Fauquier County Board of Supervisors supports the proposed action to abandon as a public road, Route F881 and has approved a resolution, attached hereto as Exhibit A, requesting the abandonment of a certain 0.17 mile segment of old Route F881, as depicted on 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 may be abandoned by the Board, pursuant to § 33.2-902, provided no public necessity exists for the continuance of the section of highway as a public highway.

NOW THEREFORE, BE IT RESOLVED, that the roadway segment identified below, comprising a road in the Primary System of State Highways, is hereby ordered abandoned pursuant to § 33.2-902 of the *Code of Virginia*.

Primary System of State Highways

Abandonment

Culpeper District

Fauquier County

- Route F881 – Segment A - B 0.17 Mi.

Total Mileage Abandoned from the Primary System: 0.17 Mi.

#####

CTB Decision Brief

Abandonment: Primary System of State Highways – Route F881 Located in Fauquier County

Issue: The adjacent landowner has requested the abandonment of the 0.17 mile length of Route F881, a route in the Primary System of State Highways, located in Fauquier County. The County Board of Supervisors supports the abandonment and approval by the Commonwealth Transportation Board (Board) is sought pursuant to § 33.2-902 of the *Code of Virginia*.

Facts: Route F881 in Fauquier County, a distance of 0.17 mile, is no longer necessary as a public road. This matter is being considered at the request of an adjacent property owner.

The Fauquier County Board of Supervisors approved a resolution, dated March 12, 2020 (Exhibit A, attached), indicating the Board's support of the abandonment of the 0.17 mile length of Route F881 (identified as "A – B" noted in "Red" on Exhibit B, attached).

Upon review of the area, VDOT staff determined that the 0.17 mile length of Route F881 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.

Pursuant to and in accordance with § 33.2-902 of the *Code of Virginia*, the Virginia Department of Transportation (VDOT) published a "Notice of Intent to Abandon" in *Fauquier Times* publication on February 5, 2020 and February 12, 2020 (Exhibit C, attached). No requests for public hearing were submitted during the requisite 30-day timeframe.

Recommendations: VDOT recommends the Commonwealth Transportation Board approve the abandonment of Route F881 referenced above.

Action Required by CTB: The *Code of Virginia* requires a majority of the Board's members to approve the proposed abandonment 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 road to be abandoned is provided for the Board's consideration.

Result if Approved: If approved, the road, Route F881, will be abandoned and will no longer serve as a public road.

Options: Approve, Deny or Defer

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

Exhibit A
Board of Supervisors' Resolution

RES-20-016

RESOLUTION

A RESOLUTION TO SUPPORT VIRGINIA DEPARTMENT OF TRANSPORTATION'S
ABANDONMENT OF A PORTION OF GALEMONT LANE (FR-881)
FROM THE PRIMARY STATE HIGHWAY SYSTEM

WHEREAS, there is a section of an old primary State highway system road, Galemont Lane (Frontage Road 881, formerly Route 55), that has been in existence since prior to the construction of Interstate 66 off existing John Marshall Highway (Route 55) in the Scott Magisterial District of Fauquier County, Virginia; and

WHEREAS, pursuant to § 33.2-902 of the *Code of Virginia*, the Commissioner of Virginia Department of Transportation (VDOT) provided Fauquier County with its notice of intent to abandon from the Primary System of State Highways Route F881, the entire length of Galemont Lane which is a total distance of approximately 0.17 miles; and, now, therefore, be it

RESOLVED by the Fauquier County Board of Supervisors on this 12th day of March 2020, That the Board agrees that no public necessity exists for the continuance of this section of highway as a public highway and the welfare of the public would be served best by abandoning this section of highway; and, be it

RESOLVED FURTHER, That the Board supports VDOT's action to abandon from the Primary System of State Highways pursuant to § 33.2-902 of the *Code of Virginia* the entire length of Galemont Lane (Route F881) in total distance of approximately 0.17 miles; and, be it

RESOLVED FURTHER, That staff is hereby directed to send an attested copy of this resolution to the Residency Engineer of the Virginia Department of Transportation Warrenton Residency.

A Copy Teste



*Paul S. McCulla, County Administrator
Clerk to the Board of Supervisors*

Exhibit B
Sketch of Proposed Road to be Abandoned



**Proposed Abandonment of
Frontage Rd. FR-881
in Fauquier County**

Exhibit C “Notice of Intent to Abandon”

Published in the *Fauquier Times*
February 5 and February 12, 2020

EARLY NOTICE OF A PROPOSED ACTIVITY WITH THE POTENTIAL TO IMPACT WETLANDS WARRENTON TRAINING CENTER, FAUQUIER COUNTY, VIRGINIA

The United States Army (Army) is preparing an Environmental Assessment (EA) to evaluate the potential environmental impacts associated with the construction and operation of the proposed DCAS1 Phase 3, a data storage and cloud computing center at the Warrenton Training Center (WTC) Station 8 in Fauquier County, Virginia. The purpose of the Proposed Action is to provide WTC Station 8 with access to high-speed computer processing and large-scale data storage capabilities through the construction and operation of a new data center. The Proposed Action is needed to 1) address a shortfall in cloud computing and data storage capacity of WTC; 2) ensure WTC provides complete and secure technological capabilities for its tenants; and 3) comply with recent U.S. Department of Defense initiatives to increase data storage and processing facilities at Army installations. Failure to implement the Proposed Action would compromise the ability of WTC to achieve its mission and maintain a suitable amount of data processing and storage capability on WTC Station 8.

The proposed DCAS1 Phase 3 project is subject to requirements and objectives of Executive Order (EO) 11980, Protection of Wetlands, as subsequent study extensions required as part of the proposed project on all areas identified wetlands. The area disturbed during construction would include approximately 0.25 acres of wetlands. These impacts would be temporary and would cease once construction is complete. The proposed action would not result in any permanent impacts to wetlands.

This notice complies with Section 205 of EO 11980. The Army requests advance public comment to determine if there are any public concerns regarding the project's potential impacts on wetlands. The proposed project will be analyzed in the forthcoming EA and the public will have the opportunity to comment on the EA when it is released.

The public comment period is 12 February to 27 February 2020. Please submit comments or requests for more information to: US Army Corps of Engineers (USACE) Baltimore District, 2 Haystack Plaza, Baltimore, MD 21201 - Attn: Russ Marsh, SP-03

House bill to protect student journalists advances, Senate bill tabled

Local officials concerned about how the law would apply to middle, high school journalists

By Jeffrey Knight
CAPITAL NEWS SERVICE

A bill that would grant student journalists the right to academic freedom of speech and freedom of the press has Fauquier school officials calling for the motion. The legislation would apply to school-sponsored media at public middle and high schools, as well as institutions of higher education.

House Bill 56, introduced by former WOOD journalist Ed. Chris Hunt, D-11th, of Montgomery, advanced out of subcommittee on a 5-0 vote last week. The bill also protects advisers working with the student journalists.

Hunt's bill would allow school administrators to intervene and exercise restraint only in situations of slander, libel, privacy, danger or violations of federal or state law.

Another opinion
See page 11 for an op-ed on House Bill 56, written by Rachel Singletary, editor-in-chief of Fauquier High School's student newspaper, The Falconet.

Fauquier County School Superintendent David Jack said, "I'd probably be more inclined to support it if it included a statement

like 'does not support or promote unhealthy activity or behavior.' I suppose that is covered under 'danger,' but specifically would help."

School Board member Stephanie Litter-Robert (Law District), said, "As a board member, I am concerned about the legal ramifications of such a law. One of the great things about free speech is the encouragement of discussion about controversial issues. The downside is that controversial issues typically have very polarized opinions surrounding them. In my opinion, writing about controversial issues under the tutelage of our public schools leaves the schools open to legal liability.

"In addition, there are widely varying ideas among parents about what they consider acceptable content, subject matter that they deem acceptable material for their children to be exposed to. "We saw this, case in point, during the speech at Fauquier High School on Veterans Day. The speaker presented controversial subject matter which did exactly what it was supposed to -- it encouraged students to take a position, have an opinion. The school district ended up apologizing after many parents expressed that they felt this was unacceptable content. How do you draw the line between what is acceptable content and what isn't?"

At a press conference held in Killbuck on Jan. 29, students, faculty and advocates lined up at a podium to voice support for the bill. Some students traveled from Northern Virginia and Culpeper to sing a song in the crowded House subcommittee room in support of First Amendment rights and to meet with legislators on Nation-

al Student Press Freedom Day.

Betsy Edwards, executive director of the Virginia Press Association, commended student journalists for their work. "I think student journalists play the same role that professional journalists play and that is to hold people in power accountable and to make sure that tax dollars get spent the way they should," Edwards said in a phone interview.

She added that middle and high school student journalists "are more mature than we probably give them credit for."

The maturity level of middle and high school student journalists was a major opposition point during the meeting.

Maury Hance, chief lobbyist of the Virginia School Boards Association, voiced opposition to the bill. "I want to point out to the committee that this legislation also applies to students who are in middle school," Hance said. "I ask that you think about the maturity level and where we need to be with middle school students."

School Board member Susan Pauling weighed in, "Adolescent children believe they are ready for the authorized responsibilities, but our middle and high school students are still growing, developing and maturing. We give an adolescent complete freedom in the area of written words may be requiring a level of maturity for which they are not yet ready. Do I believe every child would be at risk of harm to their own reputation or to the reputation of others? Simply put, no. Some children will rise to the expected level of professionalism, but some will not.

"I am committed to sending our students thrive in whatever area they pursue. I know we have strong teacher support already in place and I would encourage every student to check with fellow journalists, both in our community and in our schools, to help make wise decisions on how they approach a story.

"It is important, as we move forward in education, to remember our children still need us. Although, they may think we are dated (which some of us are), their parents and teachers have life experiences that help them understand consequences of actions and the benefits of making fair and wise decisions. Our students have 18 years to grow up, to make mistakes, and to test the waters while adults at home, at school and in our community rally around them, encouraging and teaching them along the way. I don't believe we should be so quick to limit our influence or our guidance."

Litter-Robert agreed, "As a parent - I do believe that our kids know and understand more than many give them credit for - but, at the end of the day, they are still kids and they are still learning.

"While I would be more hesitant

LEGAL NOTICES



PUBLIC NOTICE

**Route 6881 (Galemont Lane)
Abandonment of the roadway
from Route 88 to 0.17 mile southeast
of the Route 88 intersection
Fauquier County, Virginia**

The Virginia Department of Transportation (VDOT) hereby gives formal notice of its intent to abandon the entire length of Route 6881 (Galemont Lane) in Fauquier County from its intersection with Route 88 (John Marshall Highway) to 0.17 mile south east of the intersection. The proposed abandonment of this 0.17-mile section is pursuant to the Code of Virginia, §53.2-652, at the request of the adjacent land owner for the purpose of conveying the right of way to the requestor.

VDOT shall hold a public hearing prior to considering the abandonment if any member of the public who wishes a public hearing files a petition with VDOT. Written petitions should be submitted to Mr. Joseph W. Webb, P.E., Assistant Resident Engineer for Land Use, Warrenton, Residency 497 East Shirley Avenue, Warrenton, VA 20186, on or prior to March 6, 2020.

Additional information about the proposed abandonment is available at VDOT's Warrenton Residency office, 497 East Shirley Avenue, Warrenton, VA 20186. Please call ahead at (540) 347-8441, TTY/TDD 711, to ensure the availability of appropriate personnel to assist you.

VDOT assures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 800-PDS-ROAD (800-967-7623) or TTY/TDD 711.

A GOOD GAME WITHOUT MANY POINTS

Falcon girls survive Kettle Run, 28-19

By Fred Hedge
Special to the Times

Falcons were as active as their fresh in Friday's Kettle Run at Fauquier regular-season girls basketball finale.

The Cougars (16) again survived for 13 minutes, 12 seconds over parts of three quarters before falling 28-19 in the ultimately low-scoring game.

"A lot of it was we just couldn't get the ball into the basket. I saw it go in a couple of times, bounce around and come back out," said Fauquier coach Brian Fiedtrel, who wondered if fatigue was a factor with three tough games in the week.

Fauquier improved to 13-9 and topped the No. 1 seed for the Northwestern District tournament at 9-5, Kettle Run Hill to 5-15 and 3-11, and to the No. 7 seed.

After an early six-game losing streak, Fauquier has been 10-2 in the last six weeks.

The Falcons opened 0-5 in the league and 1-4 overall, then won nine of its last 10 district contests, going 10-2 in all games.

Fauquier led 9-2 after three minutes and 31-4 after the first quarter as five players scored.

Then the Cougars moved to an earlier equalizer, winning a point for each of the last minutes in the second



Photo by Jason Utzinger

To extend their excellent season, Sipe Carter and the No. 3-seeded Falcons went to host No. 6 Liberty Thursday in the Northwestern District tournament quarterfinal in Warrenton at 6 p.m.

quarter. Falcon Skyler Parr hit a pair of baskets for a 13-4 edge before a prolonged Fauquier dry spell that helped the Cougars close the gap.

Kettle Run trailed 15-9 at halftime as Madison Canterbury tracked

in a 3-pointer from the top of the key, and Macky Edwards made a steal and drove for a layup with two ticks on the clock.

Kettle Run's defense then thwarted the Fauquier attack after interception, holding the Cougars from scoring for the entire third quarter.

"I was proud of my girls for keeping their composure for a long as we did. We have developed into a strong defending team," said Kettle Run coach Ellen Allen. "That takes some work, and that's important to me."

Fiedtrel said Kettle Run's tactics worked. "That's reason we're not out to get the ball inside. That was smart," Fiedtrel said.

Send Allen: "It's all their strength. We did a combination of post defense in practice."

Fiedtrel cited multiple instances of poor shot selection and passing during the scoring finale.

"That's been a weakness for us," he began. "They will continue to be put in those situations, so they have to learn how to react to them. But I don't want to take anything away from Kettle Run and their hard work on defense," Fiedtrel emphasized.

By outscoring the Falcons 5-0 in the third, Kettle Run extended the deficit to 15-18 with one quarter to go. Those points came on baskets by Ashley Hume and Faith Schaffner and Emma Thompson's free throw.

Fauquier's lengthy drought ended when Tai Moore handed in a long 3-pointer 23 seconds into the fourth quarter. Then adding a free throw 19 seconds later for a 18-14 lead. Hume's basket helped Kettle Run cut the mar-

Fauquier, Liberty collide in do-or-die game Thursday

By Fred Hedge
Special to the Times

Two teams on different paths meet Thursday when Liberty, the No. 4 seed, visits No. 3 Fauquier for a Northwestern District tournament girls basketball quarterfinal game.

Fauquier won both regular season games, but they were tight 29-22 in early January, then 50-40 on Jan. 31.

In the most recent game, the Falcons led by a 25-2 leadline lead before the Eagles recorded a 23-2 third-quarter run.

Liberty (14-10, 6-10) will be looking to escape the constraints of a regular-season-ending, abysmal losing streak in its appearance.

The No. 4 seed dropped seven of eight decisions down the stretch.

Kettle Run, meanwhile, will face a brutal matchup at No. 2 seed James Wood Thursday.

The semifinals are Tuesday, Feb. 18, and final Feb. 20.

DISTRICT GIRLS TOURNAMENT PAIRINGS

THURSDAY'S QUARTERFINALS

- No. 3 Liberty (12-1) at No. 1 FAUQUIER (14-1)
- No. 5 Cougars (14-10) at No. 4 STEVENSON (15-8)
- No. 7 KETTLE RUN (2-11) at No. 2 James Wood (23-2)
- No. 6 LIBERTY (14-10) at No. 1 FAUQUIER (14-1)

FEB. 18 SEMIFINALS

- Winner Game 1/Game 2 at higher seed
- Winner Game 3/Game 4 at higher seed

FEB. 20 FINAL

go to 21-18 with 4:16 to play, but Kettle Run scored only one more point.

By contrast, Falcon Parr tallied two baskets, and Emma Carter sank one with less than 30 seconds to go to tie the win.

"The thing is we were able to pull a win through on an offnight. That's pretty good," Fiedtrel noted.

The 19 points were the lowest Fauquier has allowed this season, as the visitors did not score more than five in any quarter. Fauquier's 28 points is lowest output of the campaign. Kettle Run previously had

been held to 19 by Leigh Wood, 21 by Clatsop and 21 by Clatsop. The Cougars' best defensive scoring night came in a win against Clatsop (25).

Parr was the game's top scorer with 13 points, with Moore adding seven. Schaffner (eight) and Hume (four) joined Kettle Run.

LEGAL NOTICES



PUBLIC NOTICE

Route 188N (Delamont Lane)

Abandonment of the roadway

From Route 66 to 0.17 mile southeast of the Route 66 Intersection

Fauquier County, Virginia

The Virginia Department of Transportation (VDOT) hereby gives formal notice of its intent to abandon the entire length of Route 188N (Delamont Lane) in Fauquier County, from its intersection with Route 66 (John Marshall Highway) to 0.17 mile south east of the intersection. The proposed abandonment of the 0.17 mile section is pursuant to the Code of Virginia, §§ 3-602, at the request of the adjacent land owner for the purpose of conveying the right of way to the requester.

VDOT shall hold a public hearing prior to considering the abandonment if any member of the public who wishes a public hearing files a petition with VDOT. Written petitions should be submitted to Mr. Joseph W. Webb, P.E., Assistant Resident Engineer for Land Use, Warrenton Resource Agency, 457 East Shiloh Avenue, Warrenton, VA 20156, on or prior to March 2, 2020.

Additional information about the proposed abandonment is available at VDOT's Warrenton Resource Agency office, 457 East Shiloh Avenue, Warrenton, VA 20156. Please call ahead at (541) 347-6441, TDD/TTY 711, to ensure the availability of appropriate personnel to assist you.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 800-POW-ROAD (666-3677-6623) or TDD/TTY 711.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 20, 2020

MOTION

Made By: Seconded By: Action:

**Title: Limited Access Control Changes (LACCs) for Interstate 95 Northbound
Rappahannock River Crossing
City of Fredericksburg and Stafford County**

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-95, 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 boundaries as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

WHEREAS, State Highway Project 0095-111-270, P101, R201, C-501, B608, B609, D605, D-606 (UPC# 105510) provides approximately four miles of three (3) additional lanes parallel to I-95 northbound from Exit 130 (Route 3) in the City of Fredericksburg to Exit 133 (Route 17) in Stafford County, and a new bridge across the Rappahannock River and improvements to the Route 17 interchange at Exit 133 (the “Project”); and

WHEREAS, the construction of additional lanes on I-95 requires an outward shift of the limited access line along the northbound side and an adjustment in the limited access line adjacent to Route 17 as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, VDOT posted a Notice of Willingness for Public Comment (“Willingness”) on February 18, 2020, and February 24, 2020, in the *Free Lance-Star* and on February 20, 2020, and February 27, 2020, in the *Star Weeklies* and the *Washington Post* 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 February 28, 2020, with no comments or other input from the public; and

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

WHEREAS, the Virginia Department of Transportation (VDOT) Fredericksburg District Office, VDOT Central Office, and the Federal Highway Administration (FHWA) have reviewed and approved the Interchange Modification Report (IMR) completed in September 2019 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act (NEPA) requirements and an Environmental Assessment (EA) was prepared and completed in June 2015 in accordance with federal guidelines and a Finding of No Significant Impact (FONSI) was provided by the FHWA on November 17, 2015. The FHWA concurred with VDOT’s Re-evaluation of the EA on December 4, 2018; and

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

WHEREAS, the Project is in the City of Fredericksburg and Stafford County, and is supported by letters from the City of Fredericksburg Transportation Administrator dated February 11, 2020, and Stafford County Deputy County Administrator dated February 10, 2020; and,

WHEREAS, the FHWA has provided approval for State Highway Project 0095-111-270, C-501, B608, B609, D605, D-606 (UPC# 105510) and the proposed LACCs in a letter dated February 18, 2020; 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)
Interstate 95 Northbound Rappahannock River Crossing
City of Fredericksburg and Stafford County
May 20, 2020
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 the I-95 and the I-95 / Route 17 interchange 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)
Interstate 95 Northbound Rappahannock River Crossing
Project 0095-111-270, P101, R201, C-501, B608, B609, D605, D606
UPC 105510
City of Fredericksburg and Stafford County

Issues: The area previously designated as Limited Access Highways requires modifications to accommodate four miles of additional lanes parallel to I-95 northbound from Exit 130 (Route 3) in the City of Fredericksburg to Exit 133 (Route 17) in Stafford. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Facts:

- The State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), established Limited Access Control for I-95 on October 4, 1956 and designated the Interstate Highway System, including I-95, 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.”
- State Highway Project 0095-111-270, P101, R201, C501, B608, B609, D605, D-606 (UPC# 105510) provides approximately four miles of three (3) additional lanes parallel to I-95 northbound from Exit 130 (Route 3) in the City of Fredericksburg to Exit 133 (Route 17) in Stafford County (the “Project”). The Project includes a new bridge across the Rappahannock River and improvements to the Route 17 interchange at Exit 133. These improvements will impact the existing limited access control lines as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- VDOT posted a Notice of Willingness for Public Comment (“Willingness”) on February 18, 2020, and February 24, 2020, in *The Free Lance-Star* and on February 20, 2020, and February 27, 2020, in the *Star Weekly* in Stafford, Spotsylvania and City of Fredericksburg and *The Washington Post* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and permitted the collection of public input concerning the request. The Willingness expired February 28, 2020 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 Fredericksburg District, VDOT Central Office, and the Federal Highway Administration (FHWA) have reviewed and approved the Interchange Modification Report (IMR) completed in September 2019 and found that it adequately addresses the impacts from the Project and the proposed LACCs.

- The Project is in compliance with National Environmental Policy Act (NEPA) requirements and an Environmental Assessment (EA) was prepared and completed in June 2015 in accordance with federal guidelines and a Finding of No Significant Impact (FONSI) was provided by the FHWA on November 17, 2015. The FHWA concurred with VDOT's Re-evaluation of the EA on December 4, 2018.
- The Project is located within an attainment area for all National Ambient Air Quality Standards (NAAQS), and the Project will not have an adverse impact on air quality.
- The Project is in the City of Fredericksburg and Stafford County, and is supported by letters from the City of Fredericksburg Transportation Administrator dated February 11, 2020, and Stafford County Deputy County Administrator dated February 10, 2020.
- The FHWA has provided the approval for State Highway Project 0095-111-279, P101, R201, C501, B608, B609, D605 and D606 (UPC# 105510) and the proposed LACCs on February 18, 2020.
- 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 polices 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 corridor in the City of Fredericksburg and Stafford County and the I-95 / Route 17 interchange 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.

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Interstate 95 Northbound Rappahannock River Crossing
City of Fredericksburg and Stafford County
May 20, 2020
Page 3 of 3

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

February 10, 2020

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

Attention Ms. Janice L. Williams

Interstate I-95
I-95 NB Widening and Rappahannock River Crossing
Projects: 0095-111-270, P101, R201, R202, C501, B608, B609
Federal Project Number NHPP-095-2(545)
UPC 105510
City of Fredericksburg and Stafford County
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 northbound collector-distributor lanes along I-95, between Exit 130 (VA Route 3) and Exit 136 (Centerport Parkway), with connections to the Fredericksburg Extension of the I-95 Express Lanes (FredEx) in the City of Fredericksburg and Stafford County, Virginia. This project will provide additional capacity along the I-95 corridor in the region, improving operations and safety and reducing congestion.

As a result of the design of the project, the Limited Access Line along the Interstate I-95 between exit 130 and Exit 136 needs to be modified to encompass the required construction.

I-95 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956.

The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and an Environmental Assessment (EA) was prepared. The Finding of No Significant Impact was approved by the FHWA on November 17, 2015.

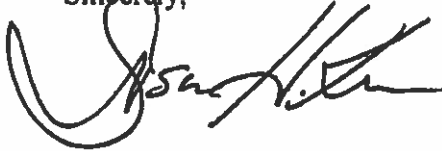
Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines along I-95 as shown on the attached exhibits and the control point table.

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

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 March 21, 2020.

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: Janet Williams Date 2-18-2020

Enclosure
Exhibits



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 East Broad Street
Richmond, Virginia 23219 2000

Stephen Brich
Commissioner

April 1, 2020

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

Subject: Approval of Limited Access Control Changes (LACCs) for I-95 Northbound Rappahannock River Crossing Widening and Construction in the City of Fredericksburg and Stafford 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 0095-111-270, P101, R201, C501, B608, B609, D605 and D606 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

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

Barton A. Thrasher, P.E.
Chief Engineer

Erik F. Nelson
Transportation Administrator



City of Fredericksburg
P.O. Box 7447
Fredericksburg, VA 22404-7447
Telephone: 540-937-0572
Fax: 540-372-1158

February 11, 2020

William Arel, P.E.
Fredericksburg District Megaprojects Engineer
Virginia Department of Transportation
87 Deacon Road
Fredericksburg, VA 22405

RE: I-95 Northbound Rappahannock River Crossing project

Dear Mr. Arel:

I am writing to confirm that the City of Fredericksburg fully supports the I-95 Northbound Rappahannock River Crossing project. Our City Council unanimously adopted a resolution to this effect, on November 14, 2017, and we appreciate that VDOT has kept the community apprised of all related progress since then.

The project that was presented at the Design Public Hearing on August 22, 2019 remains consistent with the City of Fredericksburg's understanding of the project scope. As a consequence, the City remains in full support of the project.

The City of Fredericksburg also understands that adjustments to the limited access right-of-way will be required along the northbound lanes, north of State Route 3 and south of the Rappahannock River.

The City looks forward to a successful project.

Sincerely,

Erik F. Nelson

cc: Tim Baroody, City Manager
Doug Fawcett, Assistant City Manager
Mark Whitley, Assistant City Manager
Diane Beyer, Director of Public Works



Board of Supervisors

Meg Bohmke, Chairman
Thomas C. Coen, Vice Chairman
Tinesha Allen
L. Mark Dudenhefer
Cindy C. Shelton
Gary F. Snellings
Crystal L. Vanuch

Thomas C. Foley
County Administrator

February 10, 2020

Bill Arel, P.E.
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405

Dear Mr. Arel,

I am writing to confirm that Stafford County supports the I-95 Northbound Rappahannock River Crossing project.

Stafford County understands that adjustments to the limited access right of way will be required along the northbound exit ramp to Route 17 Business, along Route 17 Business, and along the northbound on-ramp from Route 17 to I-95.

Stafford County supports the scope of the project as presented at the August 22, 2019 Design Public Hearing. However, please note that Stafford County believes that the replacement of the Collector-Distributor lane bridge over Route 17 should be included in the project's base bid and does not support the current status of this bridge replacement as a bid option to the project. This has been described in a letter to Secretary Valentine per Board Resolution R19-319.

If you need any additional information or have any questions, please feel free to call me at 540-658-4894.

Sincerely,

Michael T. Smith
Deputy County Administrator

**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 33-118.2 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 33-118.2 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 33-118.2 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.

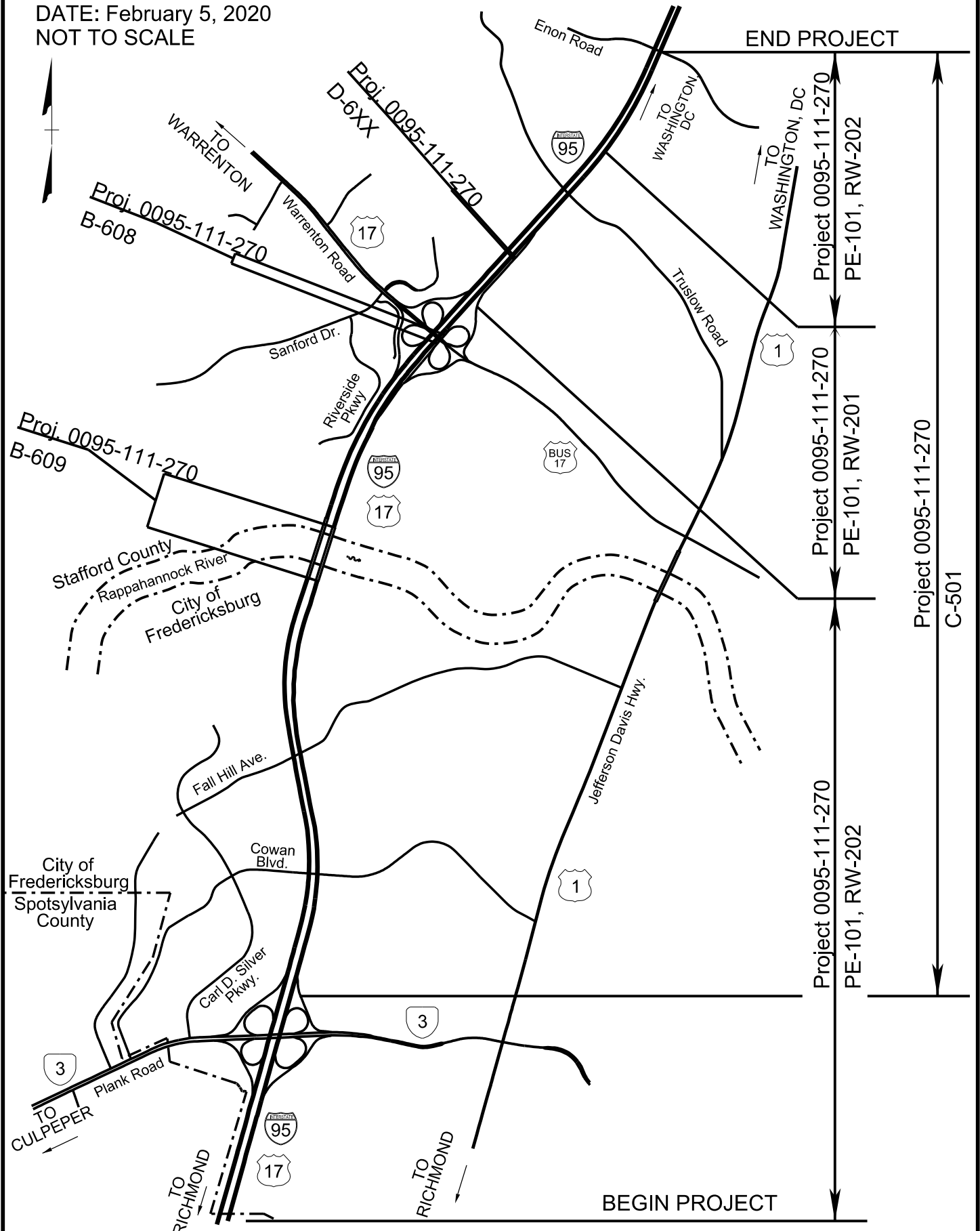
Moved by Mr. Flythe, seconded by Senator Nelson, that, it so be declared that, Whereas, by action of the Congress of the United States, whereby all routes on the National System of Interstate and Defense Highways are to be constructed to interstate standards and whereas, one of the requirements of interstate 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.

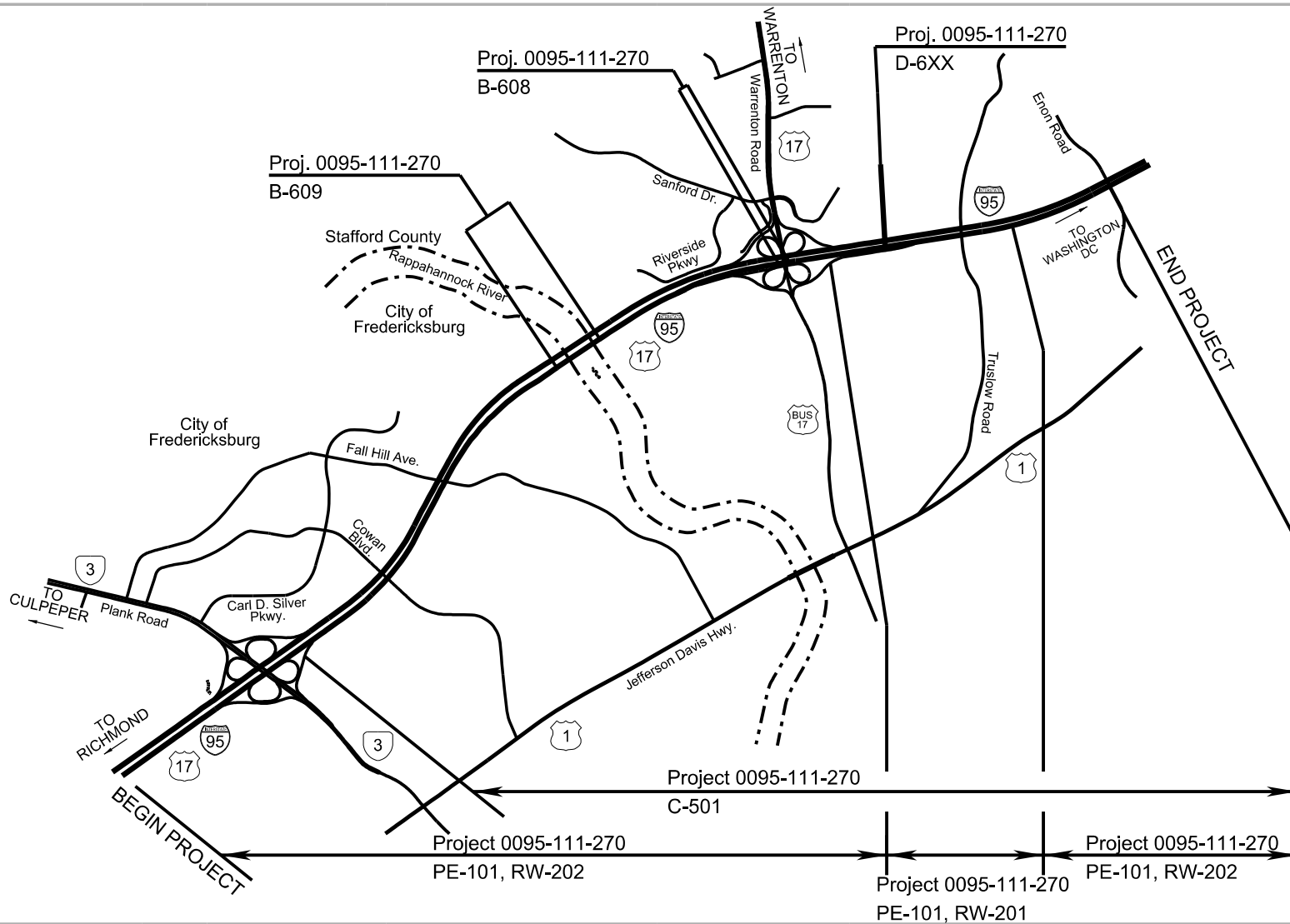
On motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 9, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the 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.

PROJECT LOCATION MAP

City of Fredericksburg, Stafford and Spotsylvania Counties

DATE: February 5, 2020
NOT TO SCALE





Notes

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED October, 4, 1956

Disclaimer

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Project Location



North Arrow and Scale

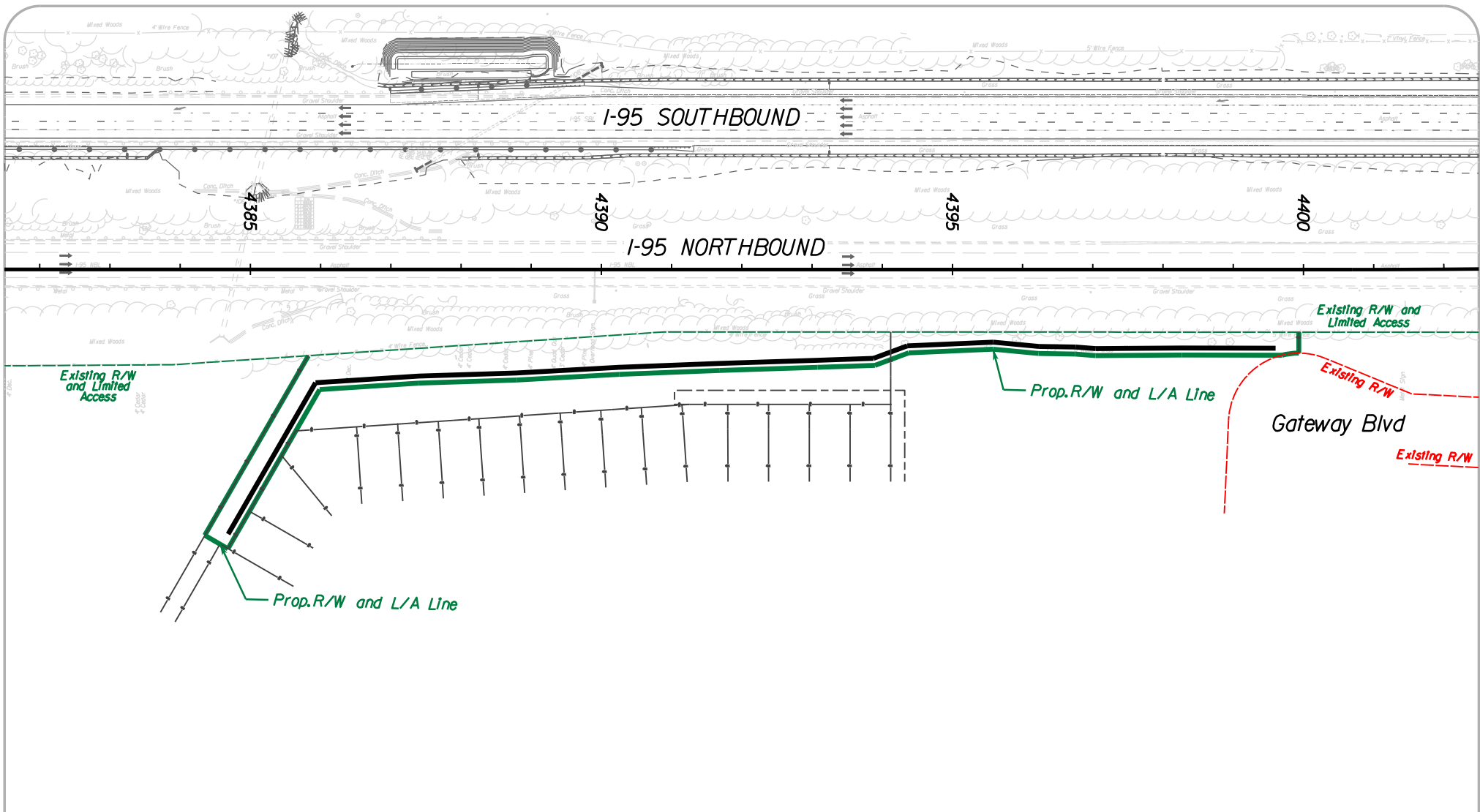


Not To Scale



**INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND**

PAGE 01 OF 12



Notes

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED October, 4, 1956

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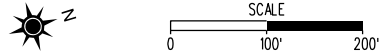
Legend

- Exist. R/W & Limited Access Line
- Exist. Right of Way
- Exist. Limited Access Line
- Prop. R/W & Limited Access Line
- Prop. R/W
- Prop. Limited Access Line

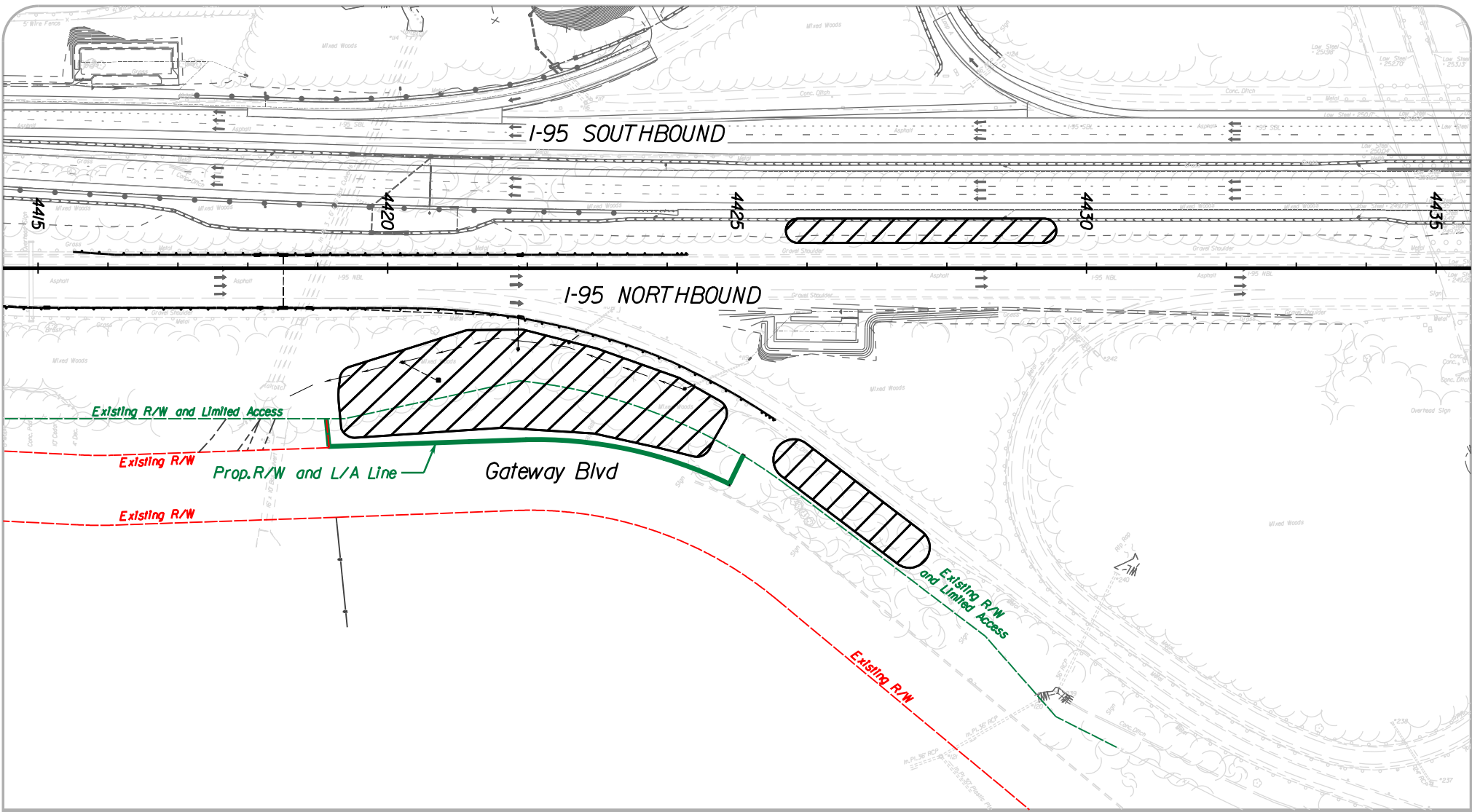
Project Location



North Arrow and Scale



**INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND**
PAGE 02 OF 12



Notes

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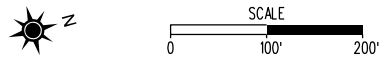
Legend

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- Exist.Right of Way
- Exist.Limited Access Line
- Prop.R/W & Limited Access Line
- Prop.R/W
- Prop.Limited Access Line

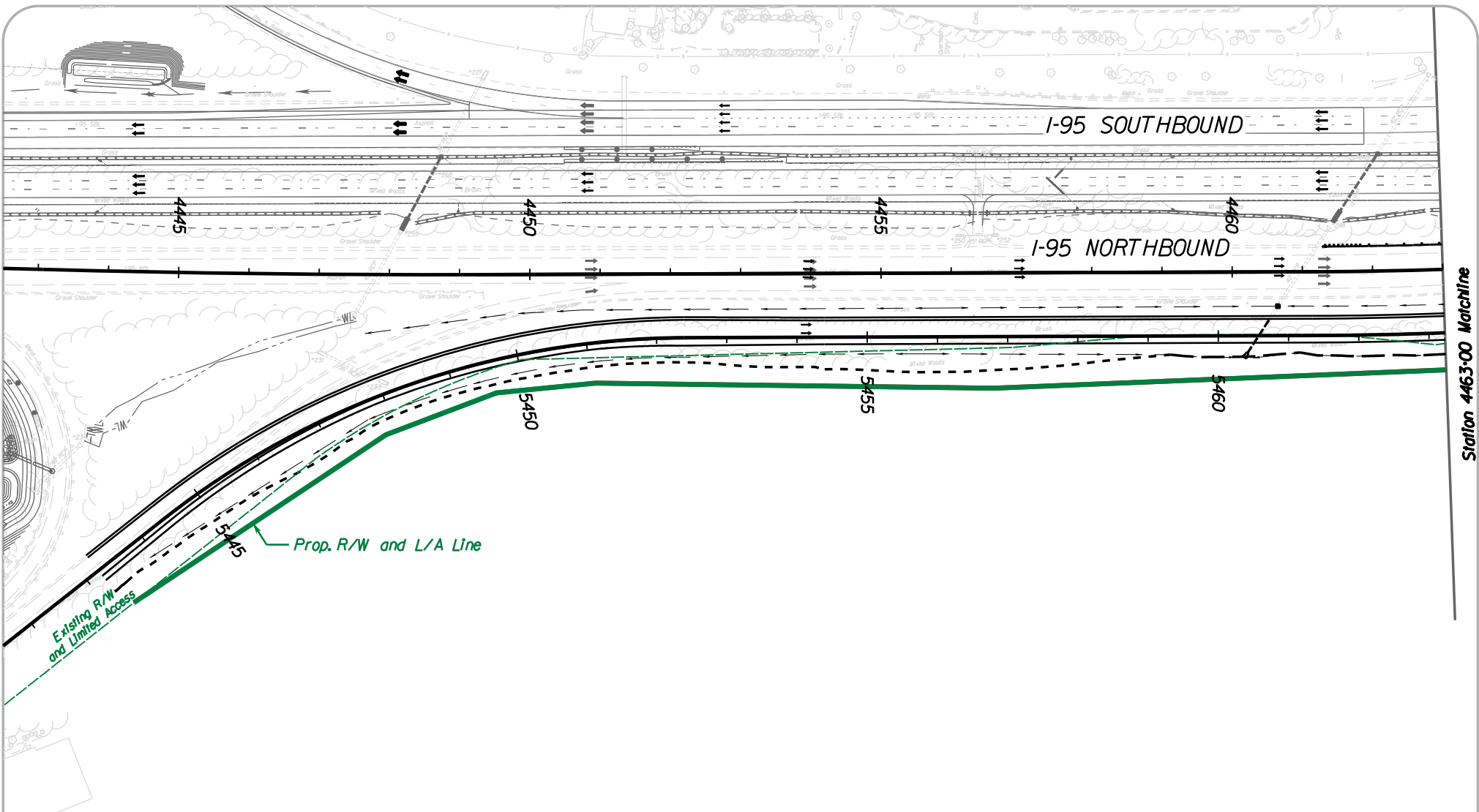
Project Location



North Arrow and Scale



**INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND**
PAGE 03 OF 12



Notes

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED October, 4, 1956

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Legend

- Exist.R/W & Limited Access Line
- Exist.Right of Way
- Exist.Limited Access Line
- Prop.R/W & Limited Access Line
- Prop.R/W
- Prop.Limited Access Line

Project Location

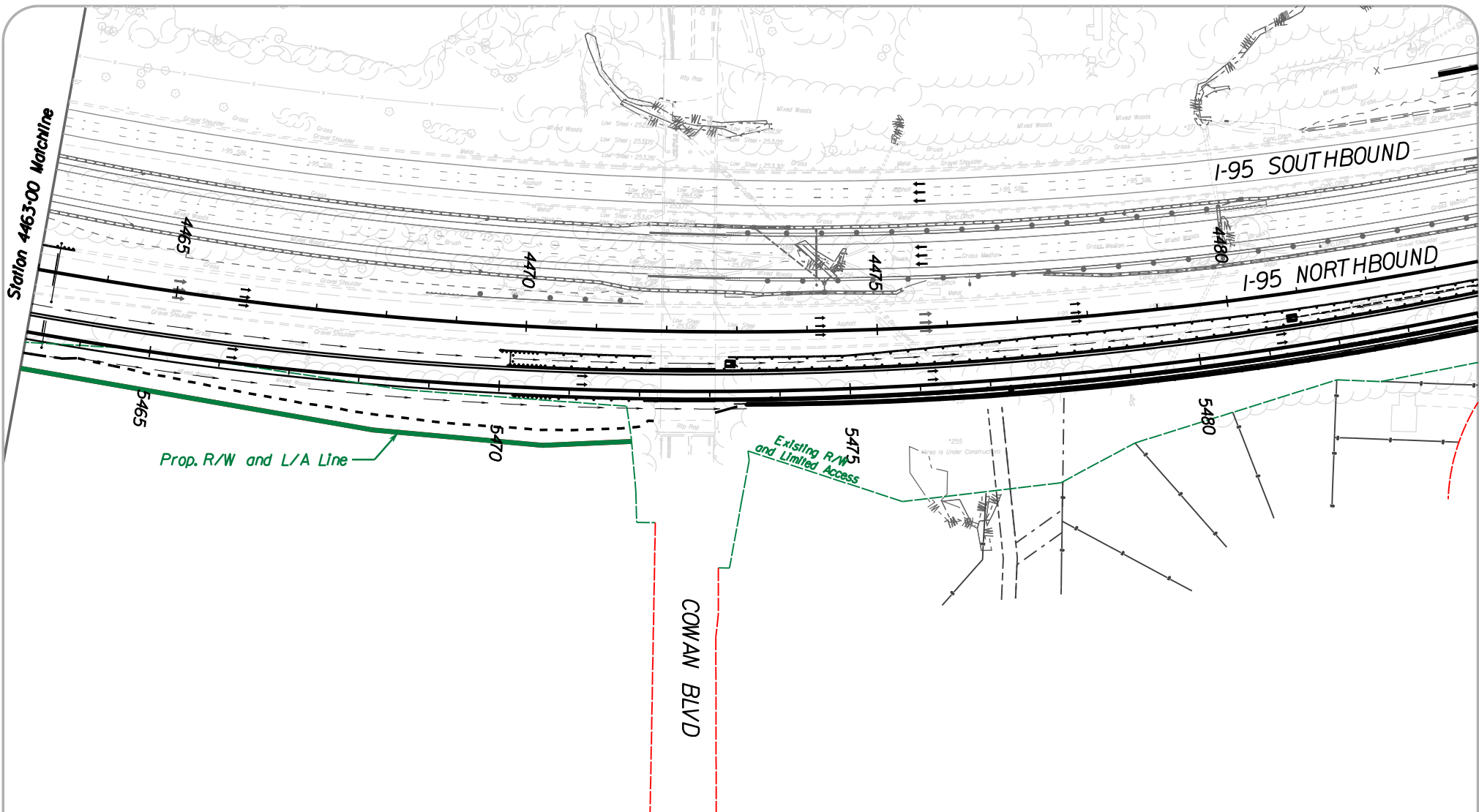


North Arrow and Scale



**INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND**

PAGE 04 OF 12



Notes

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED October, 4, 1956

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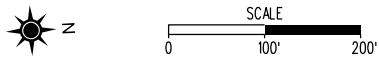
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- - - Exist.Limited Access Line
- Prop.R/W & Limited Access Line
- Prop.R/W
- Prop.Limited Access Line

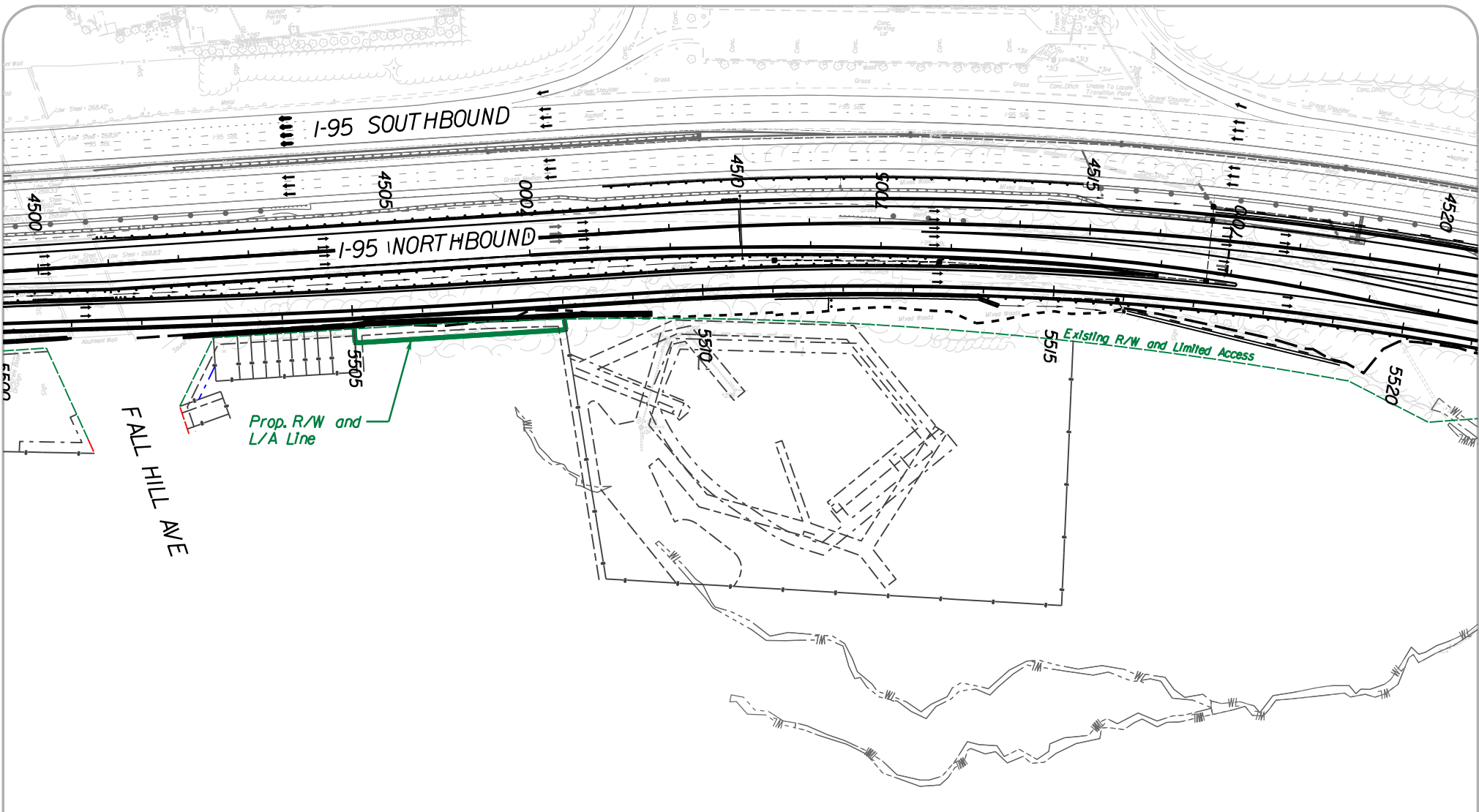
Project Location



North Arrow and Scale



**INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND**



Notes

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED October, 4, 1956

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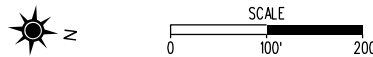
Legend

- Exist. R/W & Limited Access Line
- Exist. Right of Way
- Exist. Limited Access Line
- Prop. R/W & Limited Access Line
- Prop. R/W
- Prop. Limited Access Line

Project Location

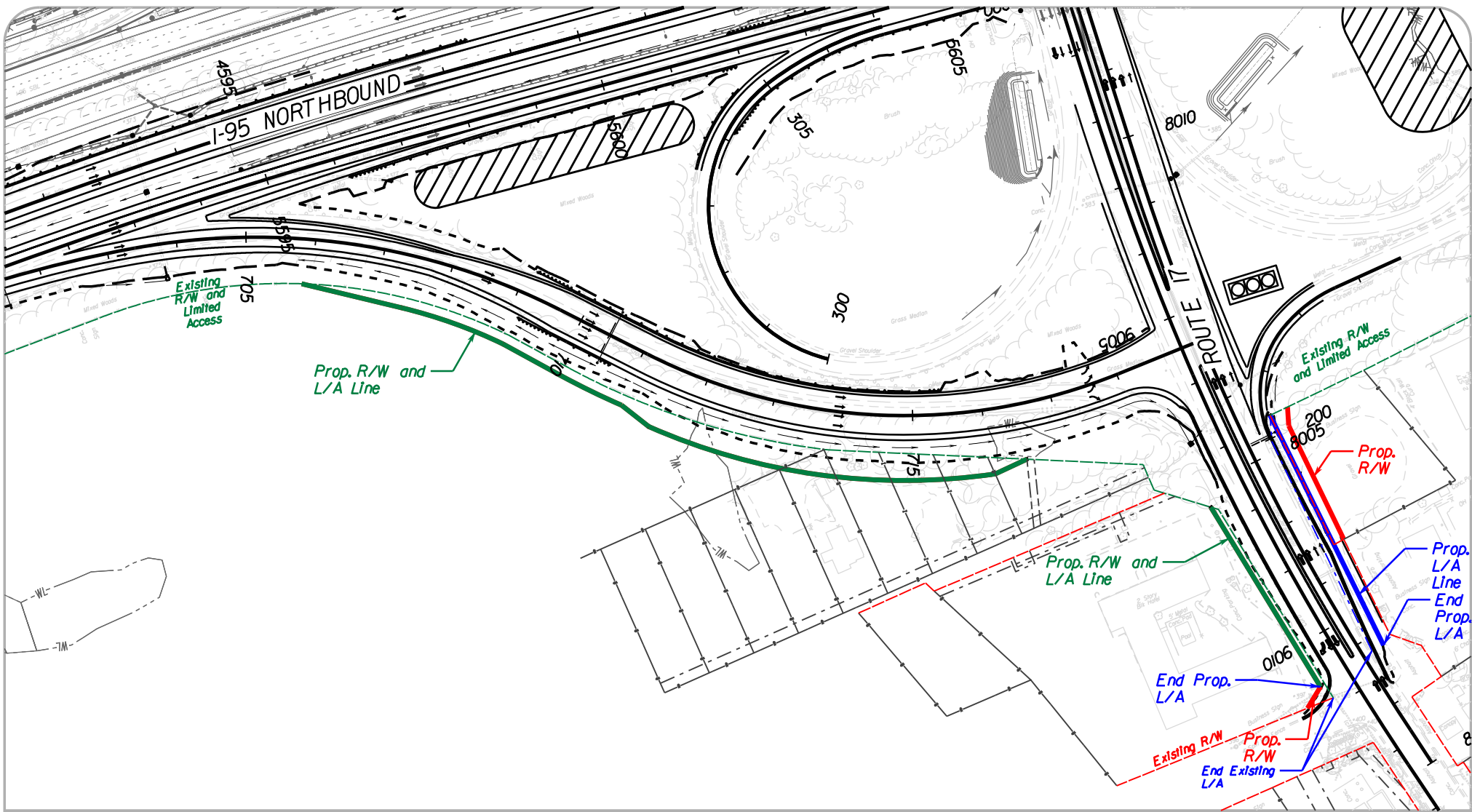


North Arrow and Scale



**INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND**

PAGE 06 OF 12



Notes

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED October, 4, 1956

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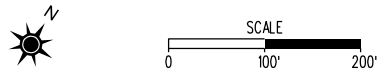
Legend

- Exist. R/W & Limited Access Line
- Exist. Right of Way
- Exist. Limited Access Line
- Prop. R/W & Limited Access Line
- Prop. R/W
- Prop. Limited Access Line

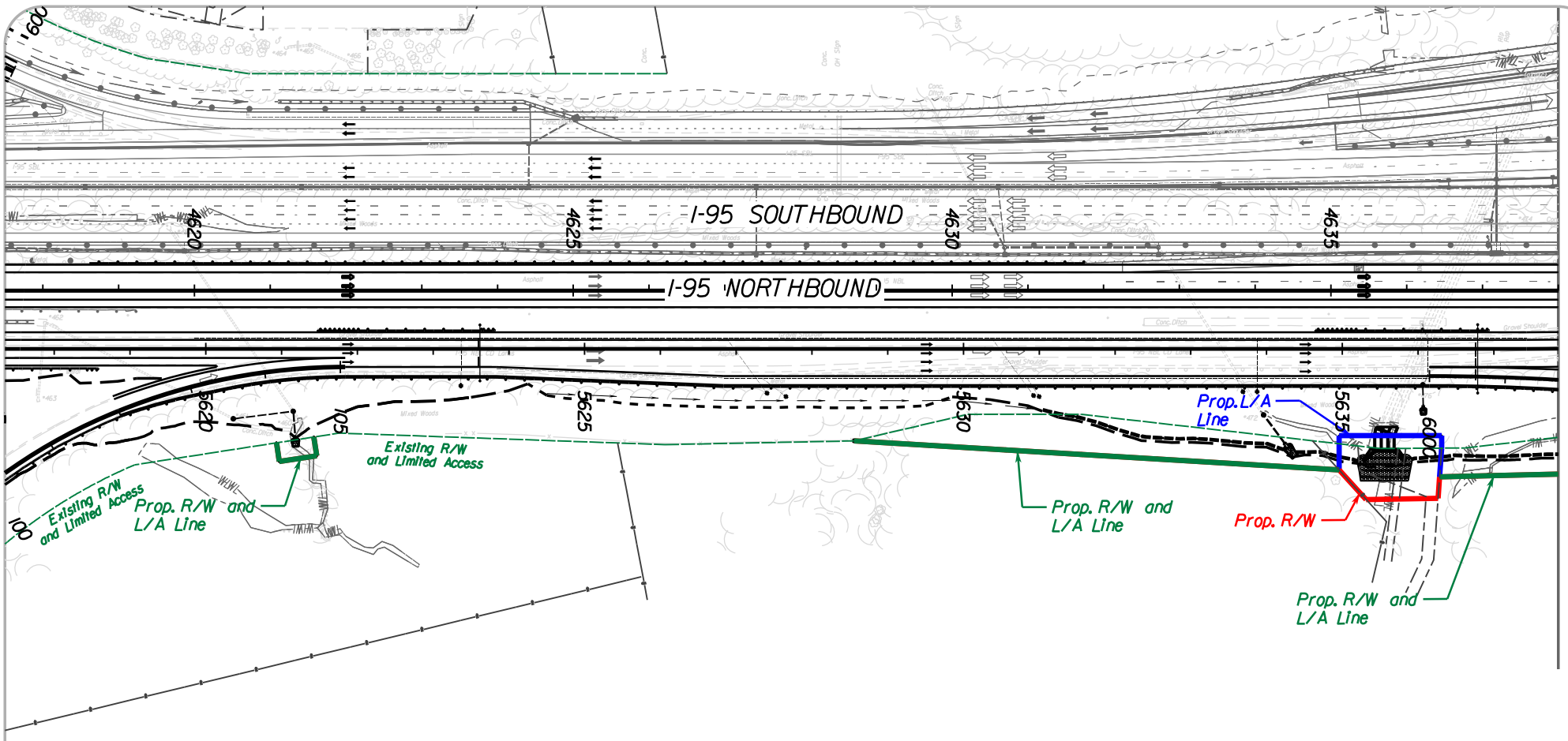
Project Location




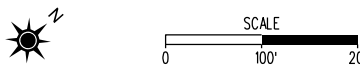
North Arrow and Scale



**INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND**



Station 4638-00 Matchline

<p>Notes</p> <p>LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED October, 4, 1956</p> <p>Disclaimer</p> <p>These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of Right of Way. Additional Easement for Right of Way may be required beyond the proposed right-of-way shown on these plans.</p>	<p>Legend</p> <ul style="list-style-type: none"> Exist.R/W & Limited Access Line Exist.Right of Way Exist.Limited Access Line Prop.R/W & Limited Access Line Prop.R/W Prop.Limited Access Line 	<p>Project Location</p>  <p>City of Fredericksburg Stafford County</p> <p>North Arrow and Scale</p> 
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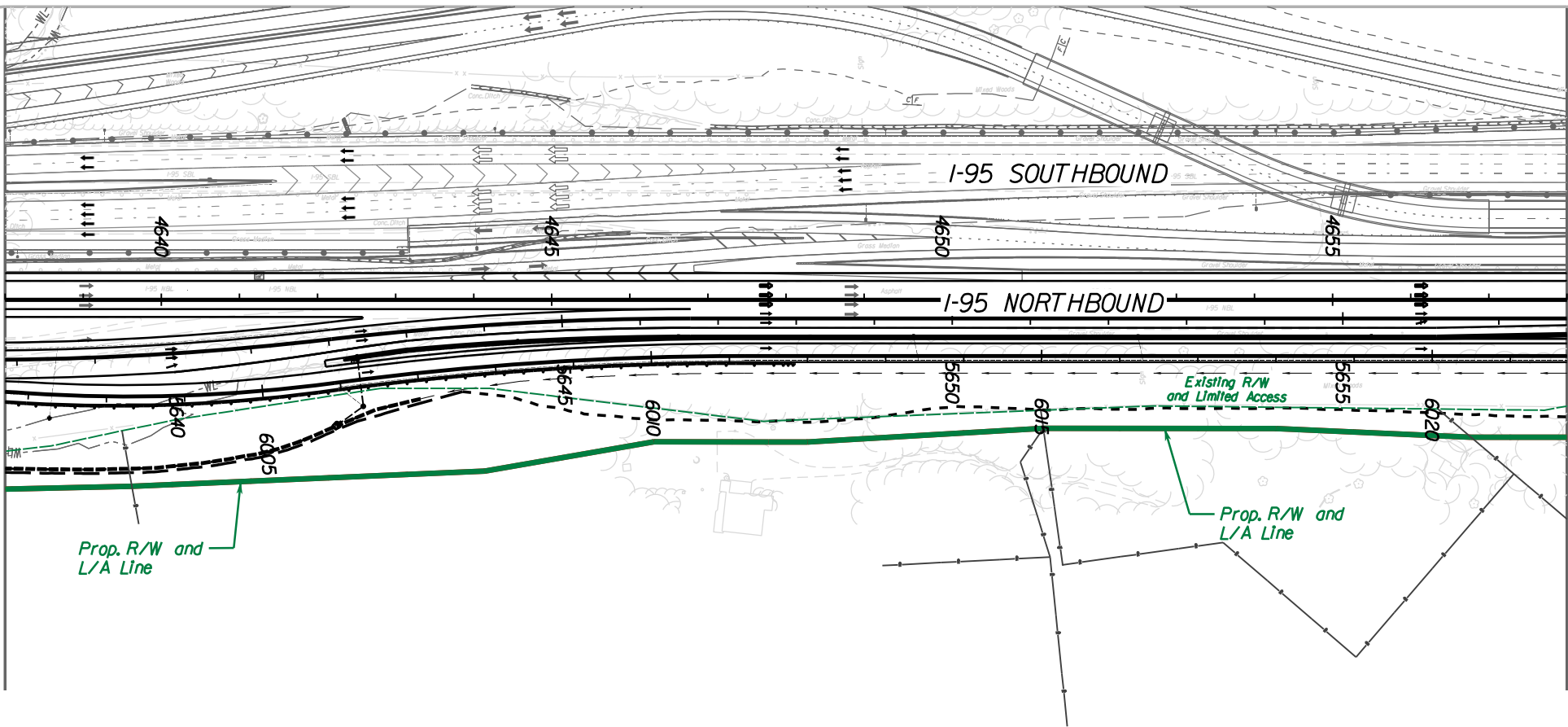


**INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND**

PAGE 08 OF 12

Station 4638+00 Matchline







Station 4658+00 Matchline



Notes

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED October, 4, 1956

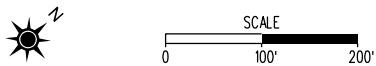
Legend

-  Exist. R/W & Limited Access Line
-  Exist. Right of Way
-  Exist. Limited Access Line
-  Prop. R/W & Limited Access Line
-  Prop. R/W
-  Prop. Limited Access Line

Project Location



North Arrow and Scale

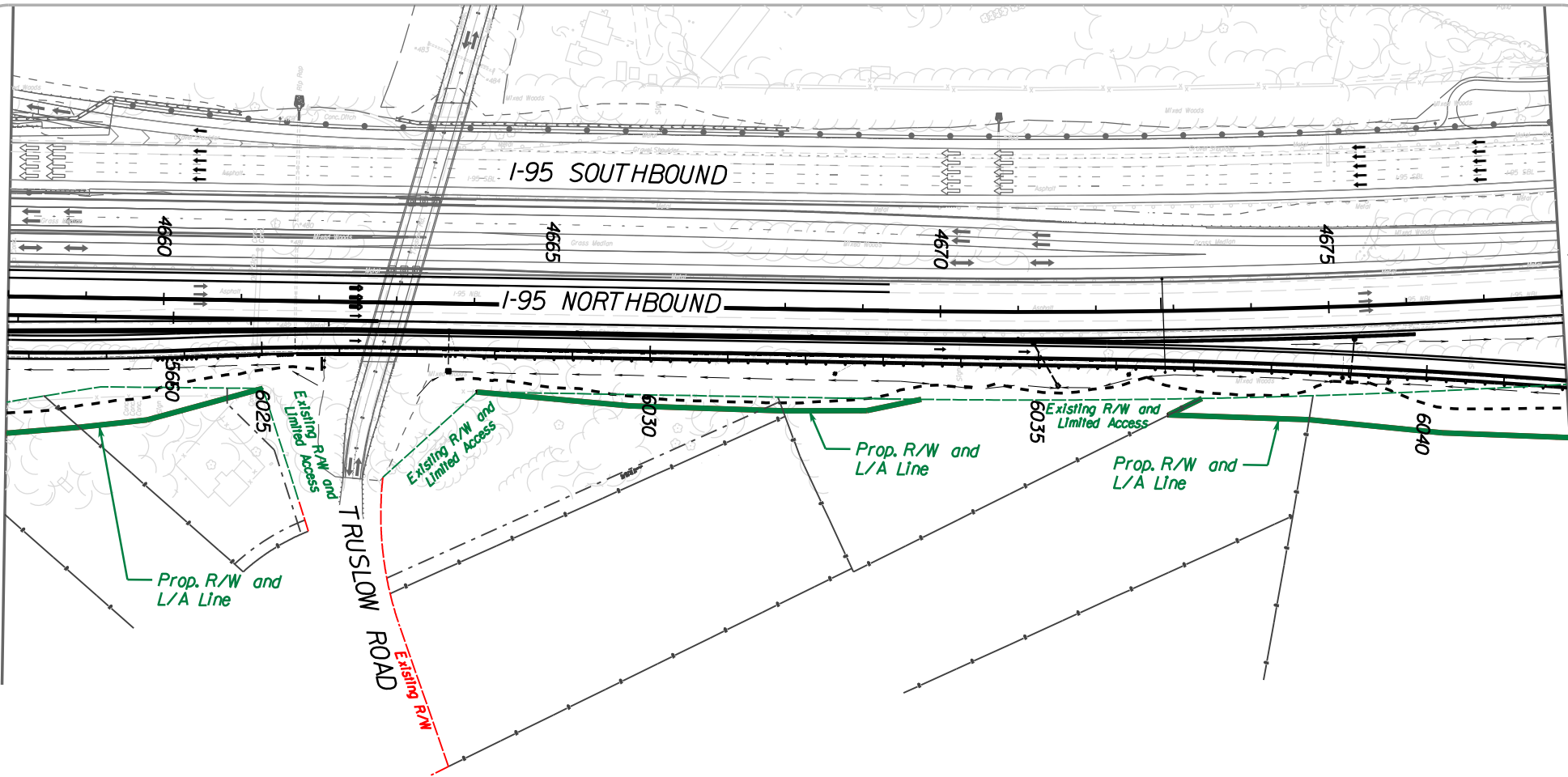


**INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND**

PAGE 09 OF 12

Station 4658+00 Matchline

Station 4678+00 Matchline









Notes

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED October, 4, 1956

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Legend

-  Exist. R/W & Limited Access Line
-  Exist. Right of Way
-  Exist. Limited Access Line
-  Prop. R/W & Limited Access Line
-  Prop. R/W
-  Prop. Limited Access Line

Project Location

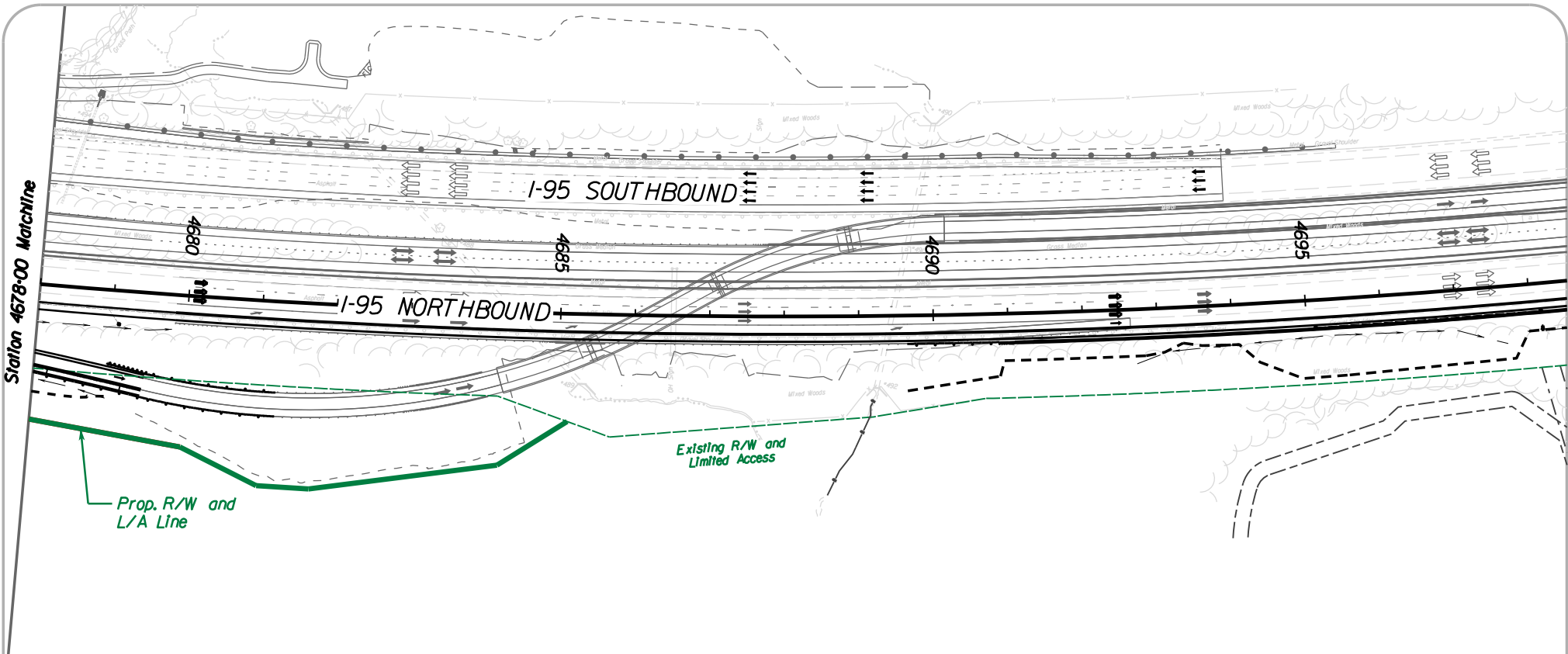


North Arrow and Scale



**INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND**

PAGE 10 OF 12



Notes

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED October, 4, 1956

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Legend

- Exist. R/W & Limited Access Line
- Exist. Right of Way
- Exist. Limited Access Line
- Prop. R/W & Limited Access Line
- Prop. R/W
- Prop. Limited Access Line

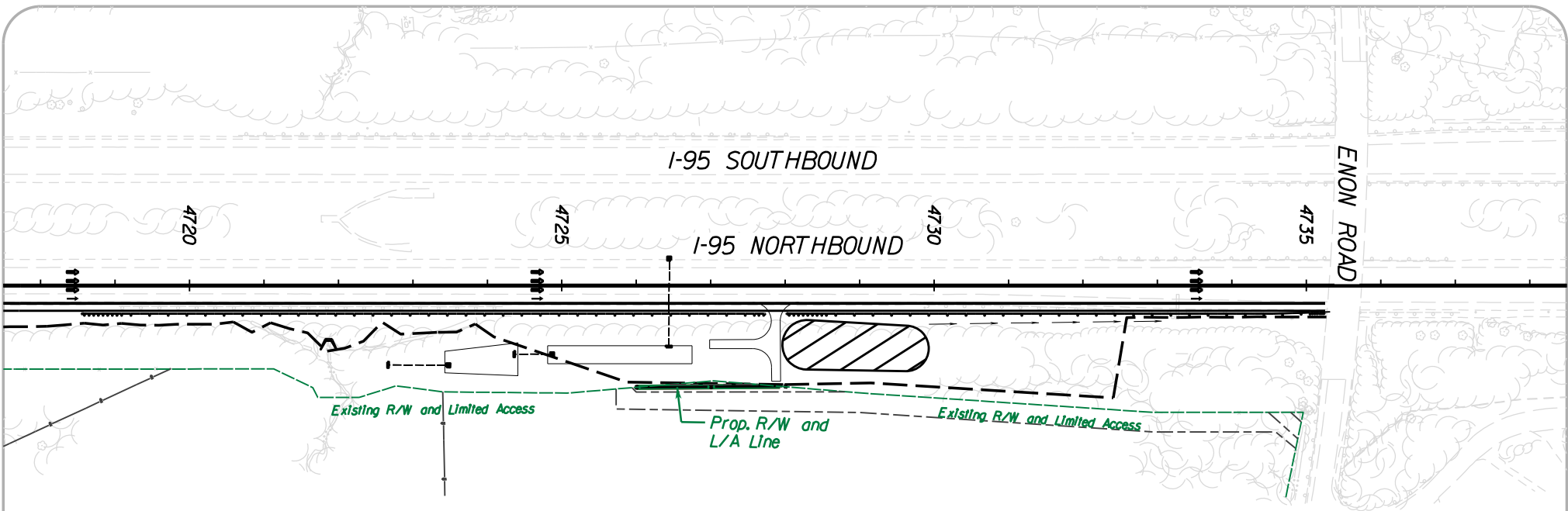
Project Location



North Arrow and Scale



**INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND**



Notes

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED October, 4, 1956

Legend

- Exist.R/W & Limited Access Line
- Exist.Right of Way
- Exist.Limited Access Line
- Prop.R/W & Limited Access Line
- Prop.R/W
- Prop.Limited Access Line

Project Location



North Arrow and Scale



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**INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND**

I-95 Northbound Rappahannock River Crossing
Proposed Right of Way and Limited Access
Commonwealth Transportation Board Meeting April 9, 2020
Points shown romanized are subject to Early Acquisition By VDOT Proj. 0095-111-270 RW-201
Points shown in italics are subject to final design by the design builder

Alignment	Station	Offset	Radius (ft)	Direction	Type	
I-95 NB GP	4385+82.70	122.98	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4384+35.18	378.88	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4384+68.11	397.87	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4385+98.78	171.18	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4387+39.70	162.09	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4388+79.78	157.46	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4390+25.20	149.33	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4391+68.59	143.79	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4393+07.73	139.41	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4393+89.63	136.53	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4394+37.68	118.77	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4395+58.06	113.30	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4396+22.60	119.39	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4396+74.95	120.28	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4397+03.83	122.55	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4398+26.70	121.63	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4399+69.15	121.86	RT	104.82	CW	Proposed Right of Way and Limited Access
I-95 NB GP	4399+93.38	118.90	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4399+93.41	89.06	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4419+12.26	215.40	RT	-	Proposed Limited Access	
I-95 NB GP	4419+16.26	255.24	RT	-	Proposed Limited Access	
I-95 NB GP	4421+91.41	245.70	RT	630	CW	Proposed Limited Access
I-95 NB GP	4424+88.98	308.86	RT	-	Proposed Limited Access	
I-95 NB GP	4425+08.69	268.38	RT	-	Proposed Limited Access	
I-95 NB GP	4444+45.64	471.24	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4447+95.58	228.06	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4449+51.95	168.61	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4450+92.99	155.15	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4456+59.97	164.32	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4467+95.43	162.91	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4470+31.49	168.12	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4471+54.06	158.04	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4504+43.67	113.03	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4504+43.66	133.03	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4507+44.34	133.21	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4507+42.87	118.00	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4578+62.50	156.39	RT	-	Proposed Right of Way	
I-95 NB GP	4578+81.10	192.29	RT	-	Proposed Right of Way	
I-95 NB GP	4579+42.03	153.79	RT	-	Proposed Right of Way	
I-95 NB GP	4595+14.90	232.52	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4596+46.52	307.43	RT	718.64	CW	Proposed Right of Way and Limited Access
I-95 NB GP	4597+77.51	397.46	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4598+48.28	462.86	RT	1044.93	CCW	Proposed Right of Way and Limited Access
I-95 NB GP	4599+20.89	526.47	RT	-	Proposed Right of Way and Limited Access	
I-95 NB GP	4599+50.24	565.99	RT	907	CCW	Proposed Right of Way and Limited Access
I-95 NB GP	4604+11.41	761.55	RT	-	Proposed Right of Way and Limited Access	

I-95 Northbound Rappahannock River Crossing
Proposed Right of Way and Limited Access
Commonwealth Transportation Board Meeting April 9, 2020
Points shown romanized are subject to Early Acquisition By VDOT Proj. 0095-111-270 RW-201
Points shown in italics are subject to final design by the design builder

Alignment	Station	Offset	Radius (ft)	Direction	Type
<i>I-95 NB GP</i>	<i>4604+60.87</i>	<i>753.00</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4606+97.13</i>	<i>888.36</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4607+81.13</i>	<i>1177.75</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4607+81.13</i>	<i>1177.75</i>	<i>RT</i>	-	<i>Proposed Right of Way</i>
<i>I-95 NB GP</i>	<i>4607+55.22</i>	<i>1202.40</i>	<i>RT</i>	-	<i>Proposed Right of Way</i>
<i>I-95 NB GP</i>	<i>4608+84.09</i>	<i>1143.79</i>	<i>RT</i>	-	<i>Proposed Limited Access</i>
<i>I-95 NB GP</i>	<i>4608+13.32</i>	<i>783.66</i>	<i>RT</i>	-	<i>Proposed Limited Access</i>
<i>I-95 NB GP</i>	<i>4608+68.68</i>	<i>982.47</i>	<i>RT</i>	-	<i>Proposed Right of Way</i>
<i>I-95 NB GP</i>	<i>4608+35.16</i>	<i>804.66</i>	<i>RT</i>	-	<i>Proposed Right of Way</i>
<i>I-95 NB GP</i>	<i>4608+40.43</i>	<i>778.61</i>	<i>RT</i>	-	<i>Proposed Right of Way</i>
<i>I-95 NB GP</i>	<i>4621+08.22</i>	<i>201.13</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4621+12.05</i>	<i>225.83</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4621+61.46</i>	<i>218.16</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4621+57.63</i>	<i>193.46</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4628+70.80</i>	<i>198.58</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4635+10.79</i>	<i>236.89</i>	<i>RT</i>	-	<i>Proposed Limited Access</i>
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<i>I-95 NB GP</i>	<i>4636+46.20</i>	<i>191.63</i>	<i>RT</i>	-	<i>Proposed Limited Access</i>
<i>I-95 NB GP</i>	<i>4636+46.20</i>	<i>208.12</i>	<i>RT</i>	-	<i>Proposed Limited Access</i>
<i>I-95 NB GP</i>	<i>4636+43.49</i>	<i>246.04</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4639+62.33</i>	<i>238.74</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4644+14.35</i>	<i>219.33</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4646+30.72</i>	<i>181.74</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4647+77.48</i>	<i>182.00</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4648+27.48</i>	<i>182.00</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4651+29.62</i>	<i>164.61</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4654+27.48</i>	<i>165.00</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4656+77.17</i>	<i>176.00</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4658+02.48</i>	<i>176.00</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4658+94.28</i>	<i>167.01</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4659+81.24</i>	<i>156.16</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4661+29.52</i>	<i>113.19</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4635+10.79</i>	<i>236.89</i>	<i>RT</i>	-	<i>Proposed Right of Way</i>
<i>I-95 NB GP</i>	<i>4635+46.49</i>	<i>275.96</i>	<i>RT</i>	-	<i>Proposed Right of Way</i>
<i>I-95 NB GP</i>	<i>4636+41.47</i>	<i>274.33</i>	<i>RT</i>	-	<i>Proposed Right of Way</i>
<i>I-95 NB GP</i>	<i>4636+43.49</i>	<i>246.04</i>	<i>RT</i>	-	<i>Proposed Right of Way</i>
<i>I-95 NB GP</i>	<i>4664+05.51</i>	<i>113.26</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4666+02.21</i>	<i>128.01</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4667+99.41</i>	<i>131.00</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4669+07.21</i>	<i>129.00</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4669+76.78</i>	<i>113.40</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4673+34.43</i>	<i>113.38</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>

I-95 Northbound Rappahannock River Crossing
Proposed Right of Way and Limited Access
Commonwealth Transportation Board Meeting April 9, 2020
Points shown romanized are subject to Early Acquisition By VDOT Proj. 0095-111-270 RW-201
Points shown in italics are subject to final design by the design builder

Alignment	Station	Offset	Radius (ft)	Direction	Type
I-95 NB GP	4672+91.66	133.99	RT	-	Proposed Right of Way and Limited Access
I-95 NB GP	4674+70.15	144.16	RT	-	Proposed Right of Way and Limited Access
I-95 NB GP	4676+38.80	167.48	RT	-	Proposed Right of Way and Limited Access
I-95 NB GP	4680+01.70	203.60	RT	-	Proposed Right of Way and Limited Access
I-95 NB GP	4681+05.30	248.65	RT	-	Proposed Right of Way and Limited Access
I-95 NB GP	4681+74.37	249.05	RT	-	Proposed Right of Way and Limited Access
I-95 NB GP	4684+20.83	206.03	RT	-	Proposed Right of Way and Limited Access
I-95 NB GP	4685+12.11	144.73	RT	-	Proposed Right of Way and Limited Access
<i>I-95 NB GP</i>	<i>4726+00.53</i>	<i>136.81</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>
<i>I-95 NB GP</i>	<i>4727+93.09</i>	<i>135.51</i>	<i>RT</i>	-	<i>Proposed Right of Way and Limited Access</i>



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 20, 2020

MOTION

Made By: Seconded By: Action:

**Title: Limited Access Control Changes (LACCs)
Interstate 395 and Route 27 (Washington Boulevard) at Route 244 (Columbia Pike)
Interchange**

**Arlington National Cemetery Southern Expansion (ANCSE); Federal Highway
Administration-Eastern Federal Lands Highway Division (FHWA-EFLHD) Defense
Access Road (DAR) Project
Arlington County**

WHEREAS, on March 24, 1955, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB) agreed to take over and maintain those roads set forth in the Bureau of Public Roads letter of February 9, 1955 described as the Pentagon Network of Roads (Pentagon Roadway Network) and Route 350 (Shirley Memorial Highway) in Arlington County, including the controlled access features; and

WHEREAS, on January 30, 1966, the State Highway Commission, predecessor to the CTB converted / renumbered Route 350 (Shirley Memorial Highway) to I-95 as a result of Project 0095-100-101, RW-201, C-501 between the Arlington County Line and the Potomac River in Arlington County. Route 27 (Washington Boulevard) and Route 244 (Columbia Pike) Interchange, being a portion of said project, was further designated as I-95; and

Resolution of the Board
Proposed Limited Access Control Changes (LACCs)
Interstate 395 and Route 27 (Washington Boulevard) at Route 244 (Columbia Pike) Interchange
ANCSE; FHWA-EFLHD DAR Project
Arlington County
May 20, 2020
Page 2 of 5

WHEREAS, on November 12, 1976, the American Association of State Highway Transportation Officials approved the renumbering of I-95 in this area to I-395; and

WHEREAS, on February 16, 2011, the CTB approved limited access control changes at the I-395, Route 27 (Washington Boulevard) at Route 244 (Columbia Pike) Interchange, as a result of a request by the U.S. Army Corps of Engineers (USACE) for its project to reconfigure the entrance to the Arlington National Cemetery Facilities Maintenance Complex Phase II; and

WHEREAS, The Arlington National Cemetery Southern Expansion (ANCSE) project is relocating Route 244 (Columbia Pike) from approximately South Oak Street to the interchange with Route 27 (Washington Boulevard) near the Pentagon in Arlington County. The interchange of Route 27 (Washington Boulevard) / Route 244 (Columbia Pike) is within the limits of the Limited Access Highway and is being reconfigured to reduce its footprint so that Arlington National Cemetery expansion can maximize the interment area; and

WHEREAS, The realignment of Route 244 (Columbia Pike) and Route 27 (Washington Boulevard) interchange is being carried out by the Federal Highway Administration-Eastern Federal Lands Highway Division (FHWA-EFLHD) under the Defense Access Road (DAR) program, FHWA-EFLHD DAR Project VA ST ANC(1); State Highway Project 0244-000-908, P101, R201, C501 (UPC# 116717); and

WHEREAS, The FHWA-EFLHD DAR Project VA ST ANC(1) (the "Project") reconfigures the interchange to provide a tight diamond layout with a one-lane ramp exiting Route 27 (Washington Boulevard) and widening to provide three turn lanes at its intersection with Route 244 (Columbia Pike), and a one-lane ramp exiting 244 (Columbia Pike) to enter Route 27 (Washington Boulevard). Improvements include curb and gutter, paved shoulders, a signalized intersection on Route 244 (Columbia Pike) at the Route 27 (Washington Boulevard) ramps, sidewalks on both sides of Route 244 (Columbia Pike), a shared use path on the north side of Route 244 (Columbia Pike) and Route 27 (Washington Boulevard) with provisions for a northern extension to accommodate the planned Cemetery Wall Trail. The Route 244 (Columbia Pike) improvements extend west of South Joyce Street to the entrance to the Virginia Department of Transportation (VDOT) maintenance facility. 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 Offsets Table (attached); and

Resolution of the Board
Proposed Limited Access Control Changes (LACCs)
Interstate 395 and Route 27 (Washington Boulevard) at Route 244 (Columbia Pike) Interchange
ANCSE; FHWA-EFLHD DAR Project
Arlington County
May 20, 2020
Page 3 of 5

WHEREAS, the FHWA-EFLHD held a Design Public Hearing (“Hearing”) for the Project, including a presentation on the current and proposed locations of the limited access lines, on February 11, 2020, between 6:30 pm and 8:30 pm at the Sheraton Pentagon City Hotel, 900 South Orme Street, Arlington, Virginia 22204, and allowed public input to be collected concerning the LACC request; and

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

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

WHEREAS, the VDOT Northern Virginia District Office has reviewed and approved the Interchange Modification Report on March 19, 2020, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements, and an Environmental Assessment (EA) was prepared by the USACE for the Project, in coordination with the Federal Highway Administration (FHWA), VDOT, U.S. Environmental Protection Agency, the National Capital Planning Commission, and Arlington County. The Arlington National Cemetery approved the Finding of No Significant Impact (FONSI) for the ANCSE on December 12, 2019 and the FONSI for the DAR Project VA ST ANC(1) was approved by FHWA–EFLHD on March 27, 2020; and

WHEREAS, the Project is located in the Metro Washington Air Quality Committee Region and is designated as an “attainment area” for the National Ambient Air Quality Standards for the criteria pollutants NO₂, SO₂, Pb, PM₁₀, and PM_{2.5}. The region is designated as a marginal “non-attainment area” for O₃ and classified as a “maintenance area” for CO. As part of the EA for the Project, ambient air quality was addressed by USACE and it was determined that the Project does not create air quality concerns; and

Resolution of the Board
Proposed Limited Access Control Changes (LACCs)
Interstate 395 and Route 27 (Washington Boulevard) at Route 244 (Columbia Pike) Interchange
ANCSE; FHWA-EFLHD DAR Project
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Page 4 of 5

WHEREAS, the Project is in Arlington County and is supported by letters from the Department of the Army Director of Engineering dated February 19, 2020 and the Arlington County Division of Transportation Director dated March 18, 2020; and

WHEREAS, the FHWA has provided approval for the FHWA-EFLHD DAR Project VA ST ANC(1); State Highway Project 0244-000-908, P101, R201, C501 (UPC# 116717) and the proposed LACCs in a letter dated April 22, 2020; 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 Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached).

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and 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 Route 27 (Washington Boulevard) and Route 244 (Columbia Pike) Interchange continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached).

BE IT FURTHER RESOLVED, the location of the sidewalks and shared use path within the area designated as limited access and its construction and maintenance is approved as proposed and presented at the Hearing for the Project by FHWA-EFLHD, as the same may be modified during the ongoing design.

Resolution of the Board
Proposed Limited Access Control Changes (LACCs)
Interstate 395 and Route 27 (Washington Boulevard) at Route 244 (Columbia Pike) Interchange
ANCSE; FHWA-EFLHD DAR Project
Arlington County
May 20, 2020
Page 5 of 5

BE IT FURTHER RESOLVED, that pedestrians and bicyclists are authorized to use the sidewalks and shared use path along Route 244 (Columbia Pike) and Route 27 (Washington Boulevard), within the area designated as limited access.

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

#####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Interstate 395 and Route 27 (Washington Boulevard) at Route 244 (Columbia Pike)
Interchange

Arlington National Cemetery Southern Expansion (ANCSE); Federal Highway
Administration-Eastern Federal Lands Highway Division (FHWA-EFLHD) Defense Access
Road (DAR) Project VA ST ANC(1)
Project 0244-000-908, P101, R201, C501
UPC# 116717
Arlington County

Issues: The area designated as limited access previously approved for the Route 27 (Washington Boulevard) and Route 244 (Columbia Pike) Interchange needs to be modified to accommodate the realignment of Route 244 (Columbia Pike), the reconfiguration of its interchange with Route 27 (Washington Boulevard), the relocation of the Operations Complex for the Arlington National Cemetery, and provide sidewalks on both sides of Route 244 (Columbia Pike), a shared use path on the north side of Route 244 (Columbia Pike) and Route 27 (Washington Boulevard) within the area designated as limited access with provisions for a northern extension to accommodate the planned Cemetery Wall Trail. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Facts:

- The State Highway Commission, predecessor to the CTB agreed by resolution on March 24, 1955, to take over and maintain those roads set forth in the Bureau of Public Roads letter of February 9, 1955 described as the Pentagon Network of Roads (Pentagon Roadway Network) and Route 350 (Shirley Memorial Highway) in Arlington County, including the controlled access features.
- The State Highway Commission, predecessor to the CTB on January 30, 1966 converted / renumbered Route 350 (Shirley Memorial Highway) to I-95, as a result of Project 0095-100-101, RW-201, C-501 between the Arlington County Line and the Potomac River in Arlington County. The interchange of Route 27 (Washington Boulevard) and Route 244 (Columbia Pike), being a portion of said project, was also designated as I-95.
- The American Association of State Highway Transportation Officials approved the renumbering of I-95 in this area to I-395 on November 12, 1976.
- The CTB approved limited access control changes at the I-395, Route 27 (Washington Boulevard) at Route 244 (Columbia Pike) Interchange on February 16, 2011, as a result of a request by the U.S Army Corps of Engineers (USACE) for its project to reconfigure the entrance to the Arlington National Cemetery Facilities Maintenance Complex Phase II.
- The Arlington National Cemetery Southern Expansion (ANCSE) project is relocating Route 244 (Columbia Pike) from approximately South Oak Street to the interchange with Route 27 (Washington Boulevard) near the Pentagon in Arlington County. The interchange of Route 27 (Washington Boulevard)/Route 244 (Columbia Pike) is within the limits of the

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Interstate 395 and Route 27 (Washington Boulevard) at Route 244 (Columbia Pike) Interchange
ANCSE; FHWA-EFLHD DAR Project

Arlington County

May 20, 2020

Page 2 of 4

Limited Access Highway and is being reconfigured to reduce its footprint so that Arlington National Cemetery expansion can maximize the interment area.

- The realignment of Route 244 (Columbia Pike) and Route 27 (Washington Boulevard) interchange is being carried out by the Federal Highway Administration-Eastern Federal Lands Highway Division (FHWA-EFLHD) under the Defense Access Road (DAR) program, FHWA-EFLHD DAR Project VA ST ANC(1); State Highway Project 0244-000-908, P101, R201, C501 (UPC# 116717).
- The FHWA-EFLHD DAR Project VA ST ANC(1) (the “Project”) reconfigures the interchange to provide a tight diamond layout with a one-lane ramp exiting Route 27 (Washington Boulevard) and widening to provide three turn lanes at its intersection with Route 244 (Columbia Pike), and a one-lane ramp exiting Route 244 (Columbia Pike) to enter Route 27 (Washington Boulevard). Improvements include curb and gutter, paved shoulders, a signalized intersection on Route 244 (Columbia Pike) at the Route 27 (Washington Boulevard) ramps, sidewalks on both sides of Route 244 (Columbia Pike), a shared use path on the north side of Route 244 (Columbia Pike) and Route 27 (Washington Boulevard) within the area designated as limited access with provisions for a northern extension to accommodate the planned Cemetery Wall Trail. The Route 244 (Columbia Pike) improvements extend west of South Joyce Street to the entrance to the Virginia Department of Transportation (VDOT) maintenance facility. 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 Offsets Table (attached).
- The FHWA-EFLHD held a Design Public Hearing (“Hearing”) for the Project, including a presentation on the current and proposed locations of the limited access lines, on Tuesday, February 11, 2020, between 6:30 pm and 8:30 pm at the Sheraton Pentagon City Hotel, 900 South Orme Street, Arlington, Virginia 22204, and allowed public input to be collected concerning the LACC request.
- Proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.
- The VDOT Northern Virginia District Office has reviewed and approved the Interchange Modification report on March 19, 2020, and found that it adequately addresses the impacts from the Project and the proposed LACCs.

- The Project is in compliance with National Environmental Policy Act requirements, and an Environmental Assessment (EA) was prepared by the USACE for the Project, in coordination with the Federal Highway Administration (FHWA), VDOT, U.S. Environmental Protection Agency, the National Capital Planning Commission, and Arlington County. The Arlington National Cemetery approved the Finding of No Significant Impact (FONSI) for the ANCSE on December 12, 2019 and the FONSI for the DAR Project VA ST ANC(1) was approved by FHWA–EFLHD on March 27, 2020.
- The Project is located in the Metro Washington Air Quality Committee Region and is designated as an “attainment area” for the National Ambient Air Quality Standards for the criteria pollutants NO₂, SO₂, Pb, PM₁₀, and PM_{2.5}. The region is designated as a marginal “non-attainment area” for O₃ and classified as a “maintenance area” for CO. As part of the EA for the Project, ambient air quality was addressed by the USACE and it was determined that the Project does not create air quality concerns.
- The Project is in Arlington County and is supported by letters from the Department of the Army Director of Engineering dated February 19, 2020 and the Arlington County Division of Transportation Director dated March 18, 2020.
- The FHWA has provided the approval for the FHWA-EFLHD DAR Project VA ST ANC(1); State Highway Project 0244-000-908, P101, R201, C501 (UPC# 116717) and the proposed LACCs in a letter dated April 22, 2020.
- 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 polices 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 Route 27 (Washington Boulevard) and Route 244 (Columbia Pike) Interchange continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access lines and right of way previously approved by the CTB on February 16, 2011.

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 Project and to provide the Commissioner of Highways the requisite authority

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Interstate 395 and Route 27 (Washington Boulevard) at Route 244 (Columbia Pike) Interchange
ANCSE; FHWA-EFLHD DAR Project
Arlington County
May 20, 2020
Page 4 of 4

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 ANCSE; FHWA-EFLHD DAR Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were ninety-seven (97) citizens that attended the Hearing per the sign in sheets. There were sixteen (16) written comments received. There were eleven (11) oral comments recorded by the court reporter. In addition, twenty-one (21) email comments and one (1) mailed-in comment were received by FHWA-EFLHD. The vast majority of comments included constructive suggestions and several comments expressed support for the Project. There were no comments expressing opposition to the Project.



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

April 22, 2020

Mr. Thomas L. Nelson, Jr., P.E.
Division Administrator
Federal Highway Administration
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

Attention: Ms. Janice L. Richard

Interstate I-395
Washington Boulevard / Columbia Pike Interchange
Project 0244-000-908, P101, R201, R201, C501
Federal Project #: NHPP-5B01(140)
UPC #: 116717

Request for Modified Limited Access

Dear Mr. Nelson,

The Virginia Department of Transportation (VDOT) is administering The Arlington National Cemetery Southern Expansion (ANCSE) project to relocate Route 244 (Columbia Pike) from approximately South Oak Street to the interchange with Route 27 (Washington Boulevard) near the Pentagon in Arlington County.


The purpose of the project is to reconfigure the existing intersection to reduce its footprint so the Cemetery expansion can maximize interment area and to improve multimodal transportation safety and operations through this corridor.

The project is being developed by the Federal Highway Administration (FHWA) Eastern Federal Lands Highway Division (EFLHD) for the U.S. Army Corps of Engineers (USACE) under the Defense Access Road (DAR) program.

Mr. Thomas L. Nelson, Jr., P.E.
State Project #:0244-000-908, P101, R201, R201, C501
Arlington County
Page 2 of 2

VDOT has reviewed the proposed changes with the FHWA Area Engineer and now asks for the approval for the changes in Limited Access as shown on the attached Exhibit.

Should you have any questions, please contact Mr. Theron Knouse, P.E. (Assistant State Location and Design Engineer) at (804) 371-2792.

 Susan H Keen
2020.04.22
15:32:32-04'00'

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

Approved:  Date 4-23-2020

Attachments



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

1401 East Broad Street
Richmond, Virginia 23219 2000

Stephen Brich
Commissioner

May 1, 2020

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson II
The Honorable Mary Hughes Hynes
The Honorable Allison DeTuncq
The Honorable Bert Dodson, Jr.
The Honorable W. Sheppard Miller III
The Honorable Carlos M. Brown
The Honorable Cedric Bernard Rucker
The Honorable Stephen A. Johnsen
The Honorable F. Dixon Whitworth, Jr.
The Honorable E. Scott 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 Interstate 395 and Route 27 (Washington Boulevard) at Route 244 (Columbia Pike) Interchange for the Arlington National Cemetery Southern Expansion (ANCSE); Federal Highway Administration - Eastern Federal Lands Highway Division (FHWA - EFLHD) Defense Access Road (DAR) Project VA ST ANC(1) in Arlington 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 0244-000-908, P101, R201, R201, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Barton A. Thrasher, P.E.
Chief Engineer



DEPARTMENT OF ENVIRONMENTAL SERVICES
Division of Transportation and Development Services

2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-3344 FAX 703-228-3594 www.arlingtonva.us

March 18, 2020

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

Dear Ms. Cuervo,

I am writing with regard to the realignment of Columbia Pike, Route 244 and the interchange improvements at Washington Boulevard, Route 27, as shown on FHWA-EFLHD Project Number VA ST ANC(1), which is VDOT Project (UPC number to be assigned).

Arlington County supports the design as presented to the public during the Public Meeting held on February 11, 2020. Further, Arlington County understands that the design of the improvements will require an adjustment to the limited access control line along Route 27 westbound between Route 110 and Route 244.

Arlington County looks forward to the successful and efficient management of this project, with the least disruption to County transportation, through to its completion. Please let me know if you need any further information from Arlington County to present this project for approval to the Commonwealth Transportation Board.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dennis M. Leach".

Dennis M. Leach, Director
Division of Transportation

cc: Timothy Hartzell, VDOT
Nicholas Roper, VDOT
Thomas Shifflett, FHWA/EFLHD
Mike Albright, Kimley Horn



DEPARTMENT OF ENVIRONMENTAL SERVICES
Division of Transportation and Development Services

2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-3344 FAX 703-228-3594 www.arlingtonva.us

March 18, 2020

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

Dear Ms. Cuervo,

I am writing with regard to the realignment of Columbia Pike, Route 244 and the interchange improvements at Washington Boulevard, Route 27, as shown on FHWA-EFLHD Project Number VA ST ANC(1), which is VDOT Project (UPC number to be assigned).

Arlington County supports the design as presented to the public during the Public Meeting held on February 11, 2020. Further, Arlington County understands that the design of the improvements will require an adjustment to the limited access control line along Route 27 westbound between Route 110 and Route 244.

Arlington County looks forward to the successful and efficient management of this project, with the least disruption to County transportation, through to its completion. Please let me know if you need any further information from Arlington County to present this project for approval to the Commonwealth Transportation Board.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dennis M. Leach".

Dennis M. Leach, Director
Division of Transportation

cc: Timothy Hartzell, VDOT
Nicholas Roper, VDOT
Thomas Shifflett, FHWA/EFLHD
Mike Albright, Kimley Horn



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

1401 East Broad Street - Policy Division - CTB Section - #1106
Richmond, Virginia 23219

(804) 786-1830
Fax: (804) 225-4700

Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 16, 2011

MOTION

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

**Title: Limited Access Control Changes (LACC),
Interstate 95, Washington Boulevard (Route 27) at Columbia Pike (Route 244) Interchange
Arlington National Cemetery Facilities Maintenance Complex Phase II Project
Arlington County**

WHEREAS, Route 350 (Shirley Memorial Highway) was designated as a limited access highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on August 24, 1944; and,

WHEREAS, Route 350 (Shirley Memorial Highway) was subsequently renumbered to Interstate 95; and,

WHEREAS, as a result of Project 0095-000-101, RW-201 between the Arlington County Line and the Potomac River in Arlington County, the Washington Boulevard (Route 27) and Columbia Pike (Route 244) Interchange, being a portion of said project was designated as a Limited Access Highway by the State Highway Commission, predecessor to the CTB, on October 4, 1956; and,

WHEREAS, in connection with the said Interstate, State Highway Projects 0095-000-101, RW-201, and 0095-000-103, RW-201, and the Pentagon Roadway Network, the Commonwealth acquired certain lands, and perpetual and limited access control easements from various landowners; and,

WHEREAS, the U.S. Army Corps of Engineers, Baltimore District (hereinafter COE) has contracted for the construction of a project for improvements to the Arlington National Cemetery known as Facilities Maintenance Complex Phase II; and,

Resolution of the Board
Limited Access Control Changes
Interstate 95, Washington Boulevard (Rte 27) at Columbia Pike (Rte 244) Interchange
Arlington National Cemetery Facilities Maintenance Complex Phase II Project
Arlington County
February 16, 2011
Page Two

WHEREAS, portions of the proposed construction fall within the right-of-way and limited access lines of the Washington Boulevard (Route 27) and Columbia Pike (Route 244) interchange; and,

WHEREAS, the COE has submitted a request for Limited Access Control Changes (LACC) consisting of a lateral shift of the current limited access control only to exclude the proposed perimeter security wall and grading for the said project from being within the limited access easement of the said interchange; and,

WHEREAS, the CTB approved granting the COE a permit to begin construction of the proposed perimeter security wall and grading within the limited access control on an at-risk basis on July 14, 2010, and indicated intent to approve future LACC pending completion and receipt of the detailed documentation for submission of the proposed LACC request; and,

WHEREAS, the Virginia Department of Transportation (VDOT) Northern Virginia (NoVa) District staff have received and reviewed the detailed documentation for the said lateral shift of the current limited access control and determined the features of the proposed construction will not adversely affect highway safety or operations, nor conflict with any planned or anticipated highway improvement, and recommended approval of the said proposed shift; and,

WHEREAS, VDOT has determined that as the said proposed LACC is to accommodate a Federal project with no changes in the operation of the highway system occurring, and that the said wall location and proposed design will accommodate the Arlington National Cemetery Wall Trail, which has been coordinated with and included in the Arlington County Master plan, no further documentation of locality support is required for the said request; and,

WHEREAS, the COE has identified and requested LACC consisting of a southeast shift of the limited access control, as shown on the plans for State Highway Project 0095-000-101, RW-201, located adjacent to Ramp BC of the Washington Boulevard (Route 27) and Columbia Pike (Route 244) Interchange between southbound Washington Boulevard (Route 27) and westbound Columbia Pike (Route 244) beginning at a point 70.81 feet opposite Station 18+56.55 (Ramp BC baseline), thence to a point 34.18 feet opposite Station 19+14.72 (Ramp BC baseline), thence to a point 30.29 feet opposite Station 19+35.76 (Ramp BC baseline), thence to a point 29.88 feet opposite Station 20+87.48 (Ramp BC baseline), thence to a point 29.20 feet opposite Station 21+97.29 (Ramp BC baseline), thence to a point 23.70 feet opposite Station 23+19.78 (Ramp BC baseline), thence to a point 19.89 feet opposite Station 28+0.88 (Ramp BC baseline) being the terminus of limited access control along the said ramp; and,

Resolution of the Board
Limited Access Control Changes
Interstate 95, Washington Boulevard (Rte 27) at Columbia Pike (Rte 244) Interchange
Arlington National Cemetery Facilities Maintenance Complex Phase II Project
Arlington County
February 16, 2011
Page Three

WHEREAS, public notices were posted in the *Washington Post* newspaper on July 9, and 14, 2010; and the *District Chronicles* newspaper on July 15, 2010, and closed on July 20, 2010, with no comment received; and,

WHEREAS, VDOT and the Federal Highway Administration (FHWA) have determined that the said LACC is appropriate from a design standpoint, as the said proposed LACC does not impact the operation of any highway system; and,

WHEREAS, an environmental analysis was prepared and reviewed, and VDOT has determined there will be no adverse environmental impacts resulting from the LACC, and an Air Quality Conformity Review is not warranted; and,

WHEREAS, VDOT has determined that with the said proposed LACC being for accommodation of a Federal project with no changes in the operation of the highway system occurring as a result, the Global Traffic Analysis is not applicable; and,

WHEREAS, the District Administrator for VDOT's NoVa District has reviewed the staff recommendations for the proposed LACC, and supports the request; and,

WHEREAS, all costs of any plans, or engineering and construction of any safety improvements as determined necessary by VDOT will be borne by the COE; and,

WHEREAS, VDOT has determined that any just compensation due in consideration of the proposed LACC will be made for a consideration satisfactory to the State Director, Right of Way and Utilities Division; and,

WHEREAS, the proposed LACC is in compliance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code; and,

WHEREAS, upon completion and acceptance of construction to include any safety improvements resulting from the proposed LACC, as determined necessary by VDOT, any work, construction, improvements and equipment relating to the roadway shall become or remain the property of the Commonwealth and any work, construction, improvements and equipment relating to the said Arlington National Cemetery Project will become or remain the property of the Arlington National Cemetery.

Resolution of the Board
Limited Access Control Changes
Interstate 95, Washington Boulevard (Rte 27) at Columbia Pike (Rte 244) Interchange
Arlington National Cemetery Facilities Maintenance Complex Phase II Project
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Page Four

NOW, THEREFORE, BE IT RESOLVED, the CTB finds and concurs with the determinations made by VDOT for Global Traffic Analysis, Air Quality Conformity Review and locality support; and in accordance with the provisions of Section 33.1-58 of the *Code of Virginia* (1950), as amended, the CTB hereby approves the said LACC as set forth herein and subject to Title 24, Section 30, Chapter 401 of the Virginia Administrative Code and the above referred to conditions. The Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

###

Moved by Judge Weaver, Seconded by Mr. McWens,
that

WHEREAS, in connection with Route 350, State Highway Project 1400-C, the Shirley Memorial Highway, now in the City of Alexandria but then a part of Fairfax County, The Commonwealth did acquire certain lands for the construction and operation of Route 236, Duke Street, and its connection with said Route 350; and

WHEREAS, said Route 350 is now being converted into Interstate Route 95 under State Highway Project 0095-100-101, RW-201, C-501, and an agreement has been reached with the owner or owners of the lands constituting the Landmark Shopping Center at the northeast corner of the intersection of said Routes 350 and 236, which agreement provides in part that certain portions of the lands so acquired and used now in connection with said Route 236 are to be conveyed to the owners of the adjoining lands in exchange for the additional lands needed from their property and the said Landmark Shopping Center for the construction of said Route 95, and its connections with said Route 236; and

WHEREAS, the State Highway Commissioner has certified in writing that that portion of the lands so acquired and lying north of the new north right of way line of said Route 236, Duke Street, from its intersection with the east right of way line of said Route 95 in an easterly direction and contiguous to the said Landmark Shopping Center, and containing 1.558 acres, more or less, after the opening of relocated Route 236 to traffic will not constitute a section of the public road and is deemed by him no longer necessary then for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia as amended this Commission hereby approves conveyance of the lands so certified to the owner or owners of record of the adjoining lands to the north in exchange for the additional land needed from the Landmark Shopping Center property for the construction of Route 95 and its connection with Route 236, and the State Highway Commissioner, after the opening of relocated Route 236 to traffic has taken place, is authorized to execute a deed or deeds in the name of the Commonwealth conveying same without warranty to the owner or owners of record of the adjoining lands.

Motion carried.

Moved by Mr. MacIs, seconded by Senator Wright, that the following resolution be adopted:

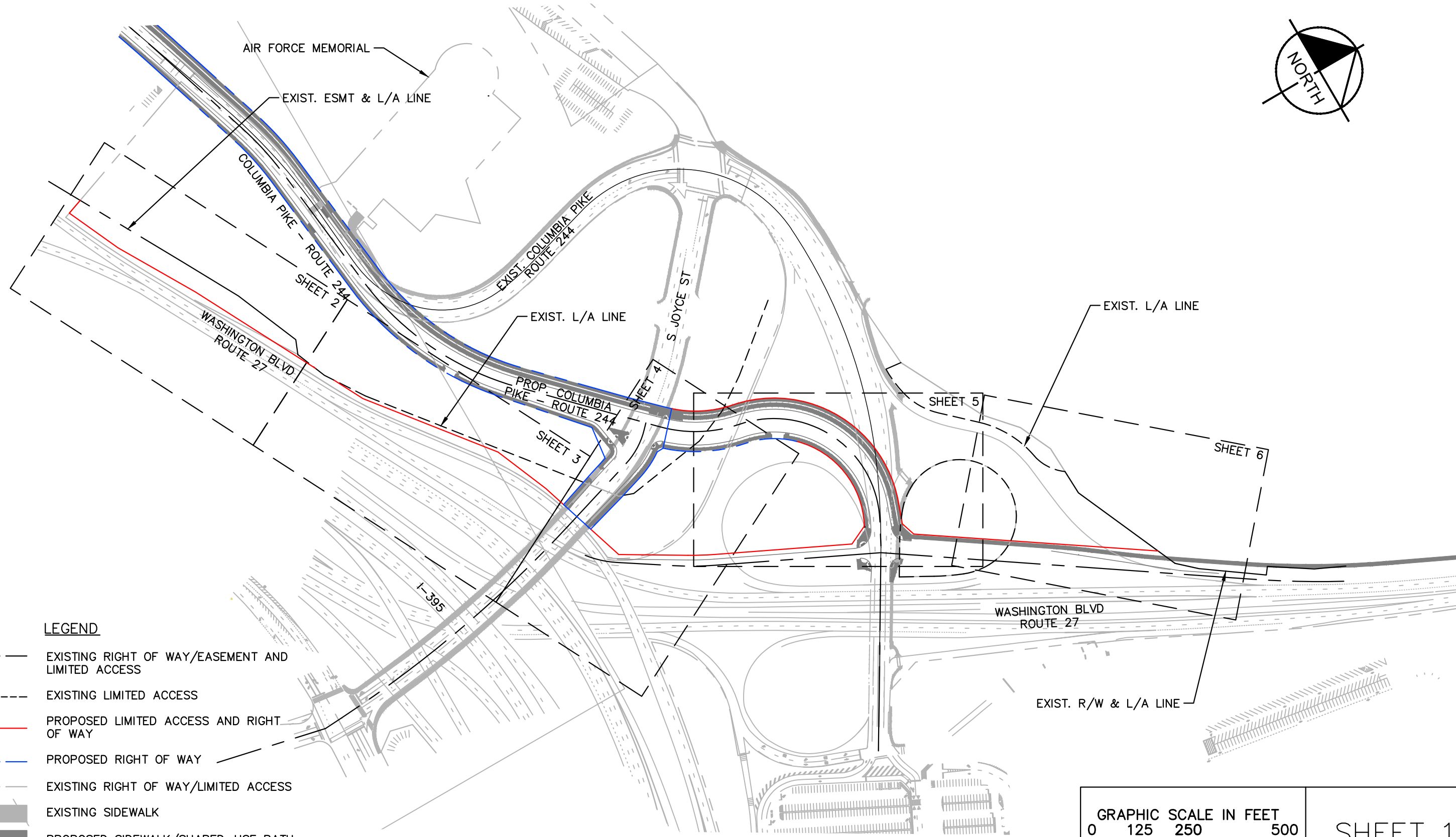
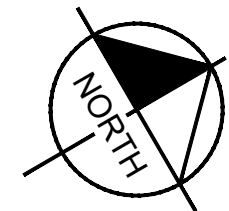
WHEREAS, on December 9, 1954 the Bureau of Public Roads submitted to the State Highway Department a proposal for the State Highway Department to take over and maintain certain roads, including the controlled access features thereof, which were built as Defense Access projects by the Bureau of Public Roads in Arlington County, provided that the Bureau do certain resurfacing, widening and other improvements, and WHEREAS, on February 9, 1955 the Bureau of Public Roads by letter to the Department of Highways set forth the roads requested to be taken over and maintained, and the details of the resurfacing, widening and other improvements agreed to be accomplished on some prior to such taking over and maintenance by the State Highway Department, and WHEREAS, on March 8, 1955 the Bureau of Public Roads by letter to the Department assured the Department that the necessary right of way would be obtained for the grade separation at the intersection of Washington Boulevard and entrance to Fort Myer, Virginia in order to permit unconditional compliance with the Bureau of Public Roads' agreement to provide grade separation structure at the aforesaid intersection, and WHEREAS, on March 17, 1955 the Department of Highways, by letter to the Bureau of Public Roads, notified said Bureau that the Department in light of the assurance in the Bureau's letter of March 8, 1955 that it would obtain the necessary right of way for the grade separation at the intersection of Washington Boulevard and entrance to Fort Myer, Virginia considered itself and the Bureau to be in accord and agreement on the items of work to be performed and the roadways requested to be taken over and maintained, now, therefore BE IT RESOLVED: That those roads set forth in the Bureau of Public Roads' letter of February 9, 1955 described as the Pentagon Network of roads and the Shirley Highway in Arlington County, including the controlled access features thereof, be taken over and maintained by the Department of Highways provided and conditioned upon the Bureau of Public Roads' completion of the items of work including resurfacing, widening and other improvements to the above described network of roads as set forth in the Bureau's letters of February 9, 1955 and March 8, 1955, and its conveyance to the Commonwealth of the title to the right of way of such roads by a notes and bounds description of said right of way, including in such notes and bounds description of the property to be transferred to the Commonwealth of Virginia, the building now occupied by the maintenance forces of the Bureau, together with the adjacent equipment area. Motion carried.

A full statement regarding comparison of revenues for 1954-1955 and 1955-1956 was presented to the Members of the Commission, together with a statement of estimated revenue for 1955-1956. Mr. Marye read to the Commission his report of March 22 on the 1955-56 allocations. This report covered revenues, appropriations, the Department's activities, secondary system, urban system, primary system and recommended primary construction allocations.

Sheet Reference	Line ID	Baseline Reference	Station	Offset	Northing	Easting	Notes
Sheet 2	Prop. R/W and L/A Line	Washington Blvd SB	137+79.19	80.29 RT	7001831.95	11890987.01	
	Prop. R/W and L/A Line	Washington Blvd SB	140+10.70	23.04 RT	7001715.73	11890787.32	
	Prop. R/W and L/A Line	Washington Blvd SB	141+67.64	23.79 RT	7001651.46	11890645.64	
	Prop. R/W and L/A Line	Washington Blvd SB	141+64.24	67.21 RT	7001692.66	11890631.53	Tie to Existing
Sheet 3	Prop. R/W and L/A Line	Roadway E	44+69.06	17.76 RT	7002362.51	11891884.24	
	Prop. R/W and L/A Line	Roadway E	46+19.21	34.94 RT	7002302.69	11891740.05	
	Prop. R/W and L/A Line	Roadway E	49+96.35	21.45 RT	7002069.03	11891444.12	
	Prop. R/W and L/A Line	Roadway E	50+86.30	26.92 RT	7002028.26	11891365.51	Tie to Existing
	Prop. R/W and L/A Line	Route 27	134+11.93	77.49 RT	7002001.84	11891314.58	Tie to Existing
Sheet 4	Prop. R/W and L/A Line	Proposed Columbia Pike	37+39.21	53.00 RT	7002748.54	11891868.32	End L/A Line
	Prop. R/W and L/A Line	Ramp BA	18+58.99	16.17 RT	7002440.00	11892126.93	
	Prop. R/W and L/A Line	Roadway E	43+15.79	19.27 RT	7002440.20	11892033.60	Break in L/A Line
	Prop. R/W and L/A Line	Roadway E	44+08.69	14.64 RT	7002381.81	11891942.90	Break in L/A Line
Sheet 5	Prop. R/W and L/A Line	Proposed Route 27 Off-Ramp	11+21.49	54.19 RT	7003128.66	11892464.78	
	Prop. R/W and L/A Line	Proposed Columbia Pike	30+25.97	57.93 RT	7003116.36	11892426.99	
	Prop. R/W and L/A Line	Proposed Columbia Pike	35+49.68	53.00 RT	7002890.56	11891939.54	
	Prop. R/W and L/A Line	Proposed Columbia Pike	33+82.90	51.48 LT	7002987.73	11892105.74	Begin L/A Line
	Prop. R/W and L/A Line	Proposed Columbia Pike	30+23.84	41.01 LT	7003027.85	11892382.73	
	Prop. R/W and L/A Line	Proposed Route 27 On-Ramp	+72.95	28.00 RT	7002977.17	11892406.81	
	Prop. R/W and L/A Line	Proposed Route 27 On-Ramp	4+31.74	28.00 RT	7002854.02	11892250.91	
Sheet 6	Prop. R/W and L/A Line	Ramp BC	14+90.07	43.91 RT	7003654.83	11892820.53	Tie to Existing

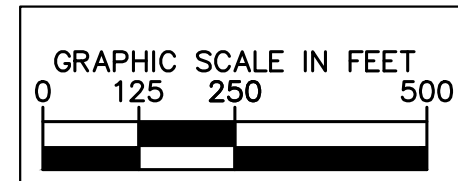
Limited Access Control Point Stations and Offsets Table
(ANCSE; FHWA-EFLHD DAR)

PROPOSED LIMITED ACCESS CONTROL CHANGE FOR PROJECT



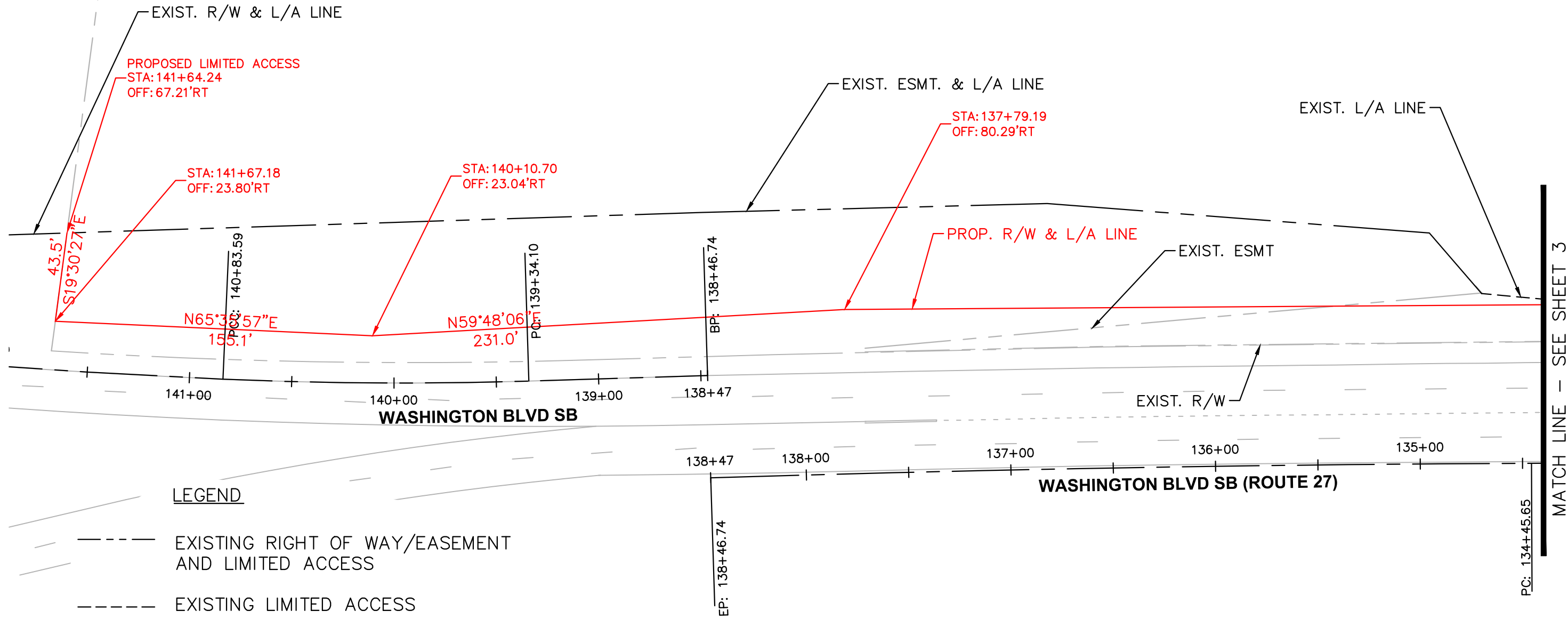
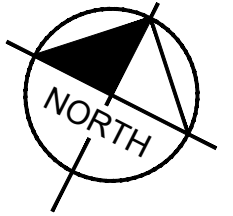
LEGEND

- EXISTING RIGHT OF WAY/EASEMENT AND LIMITED ACCESS
- EXISTING LIMITED ACCESS
- PROPOSED LIMITED ACCESS AND RIGHT OF WAY
- - - PROPOSED RIGHT OF WAY
- - - EXISTING RIGHT OF WAY/LIMITED ACCESS
- █ EXISTING SIDEWALK
- █ PROPOSED SIDEWALK/SHARED-USE PATH










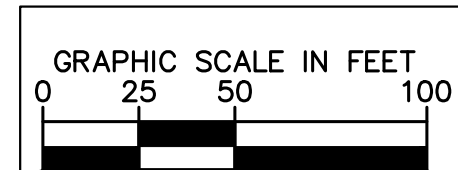
SHEET 1

PROPOSED LIMITED ACCESS CONTROL CHANGE FOR PROJECT



LEGEND

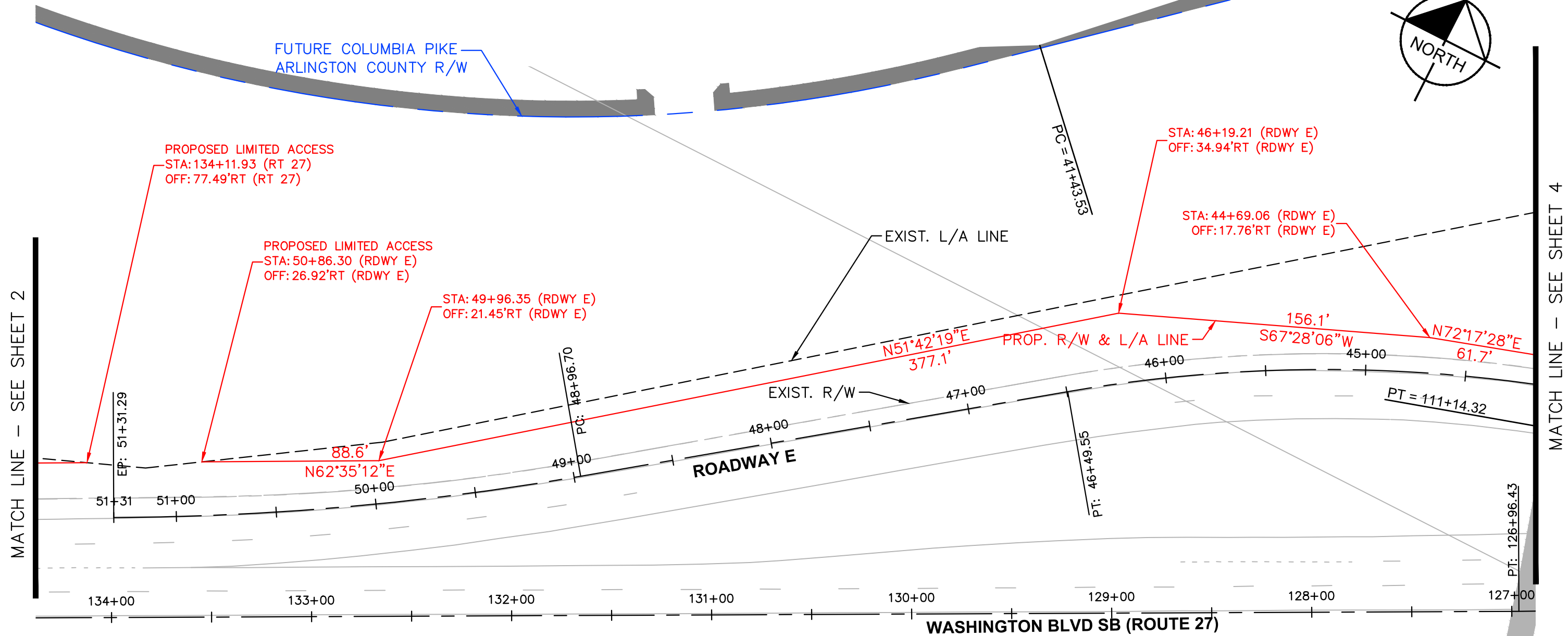
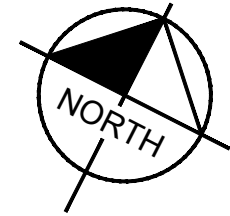
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-  PROPOSED RIGHT OF WAY
-  EXISTING RIGHT OF WAY/EASEMENT
-  EXISTING SIDEWALK
-  PROPOSED SIDEWALK/SHARED-USE PATH



SHEET 2

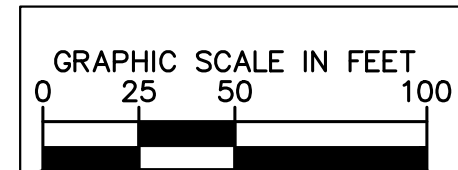
MATCH LINE - SEE SHEET 3

PROPOSED LIMITED ACCESS CONTROL CHANGE FOR PROJECT



LEGEND

- | | | | |
|--|---|--|-----------------------------------|
| | EXISTING RIGHT OF WAY/EASEMENT AND LIMITED ACCESS | | EXISTING RIGHT OF WAY/EASEMENT |
| | EXISTING LIMITED ACCESS | | EXISTING SIDEWALK |
| | PROPOSED LIMITED ACCESS AND RIGHT OF WAY | | PROPOSED SIDEWALK/SHARED-USE PATH |
| | PROPOSED RIGHT OF WAY | | |

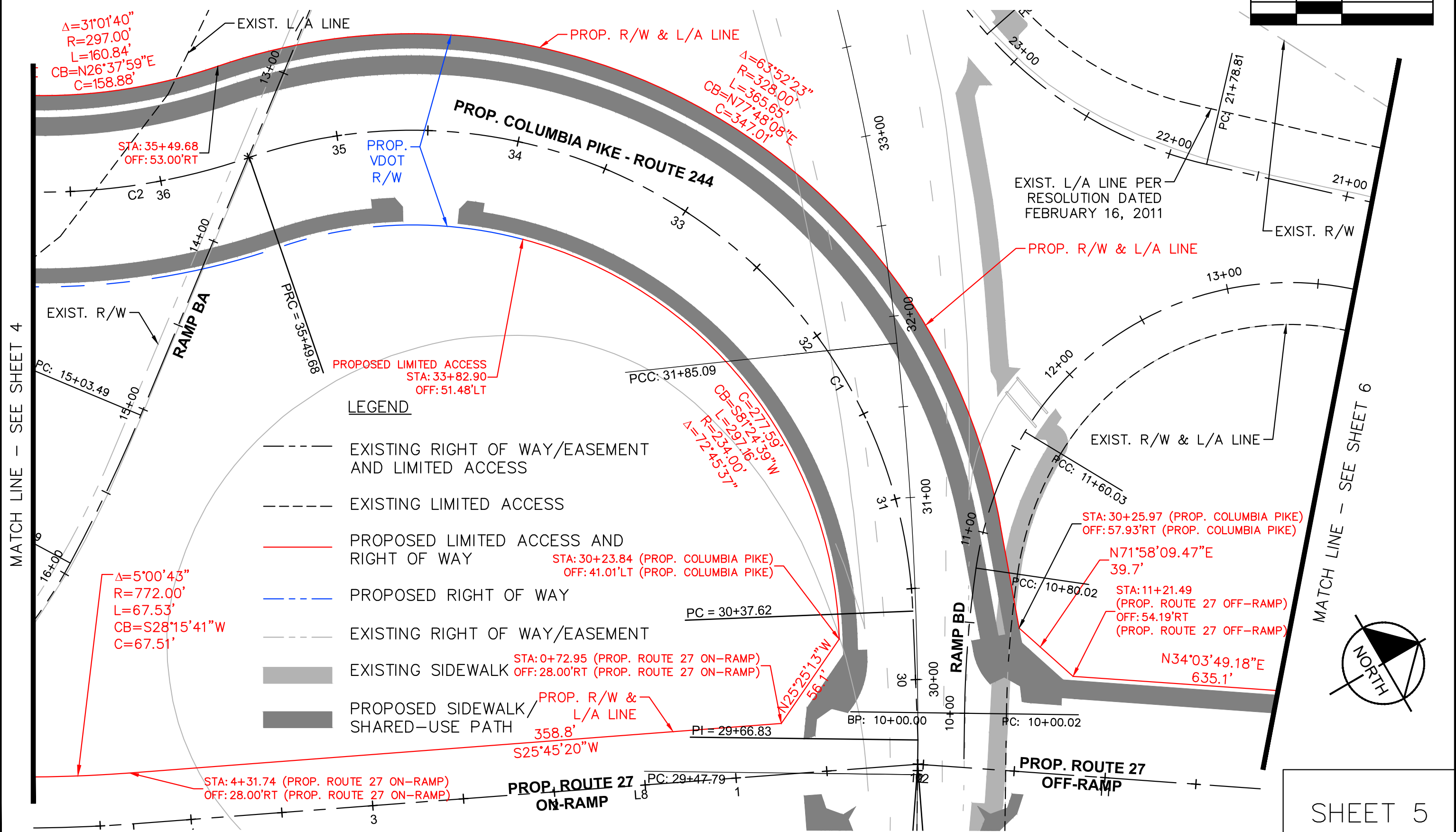
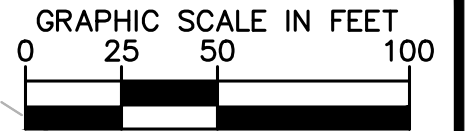


SHEET 3

MATCH LINE - SEE SHEET 2

MATCH LINE - SEE SHEET 4

PROPOSED LIMITED ACCESS CONTROL CHANGE FOR PROJECT



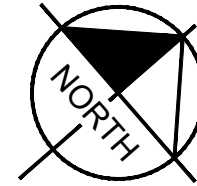
LEGEND








- EXISTING RIGHT OF WAY/EASEMENT AND LIMITED ACCESS
- EXISTING LIMITED ACCESS
- PROPOSED LIMITED ACCESS AND RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY/EASEMENT
- EXISTING SIDEWALK
- PROPOSED SIDEWALK/SHARED-USE PATH

SHEET 5

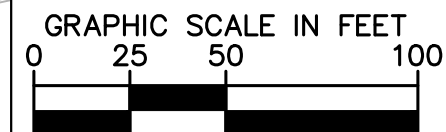
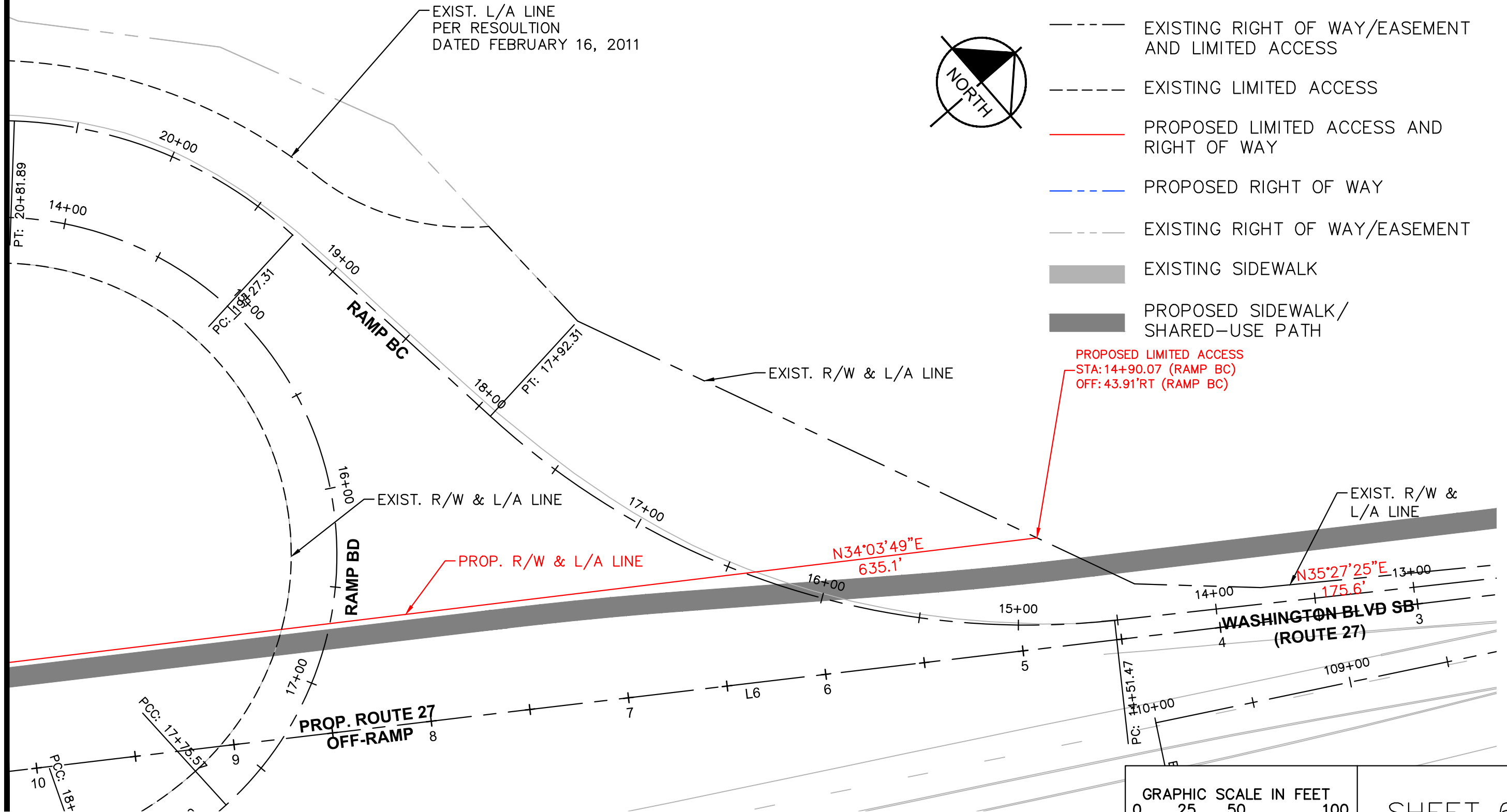
PROPOSED LIMITED ACCESS CONTROL CHANGE FOR PROJECT

LEGEND



-  EXISTING RIGHT OF WAY/EASEMENT AND LIMITED ACCESS
-  EXISTING LIMITED ACCESS
-  PROPOSED LIMITED ACCESS AND RIGHT OF WAY
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-  EXISTING RIGHT OF WAY/EASEMENT
-  EXISTING SIDEWALK
-  PROPOSED SIDEWALK/SHARED-USE PATH

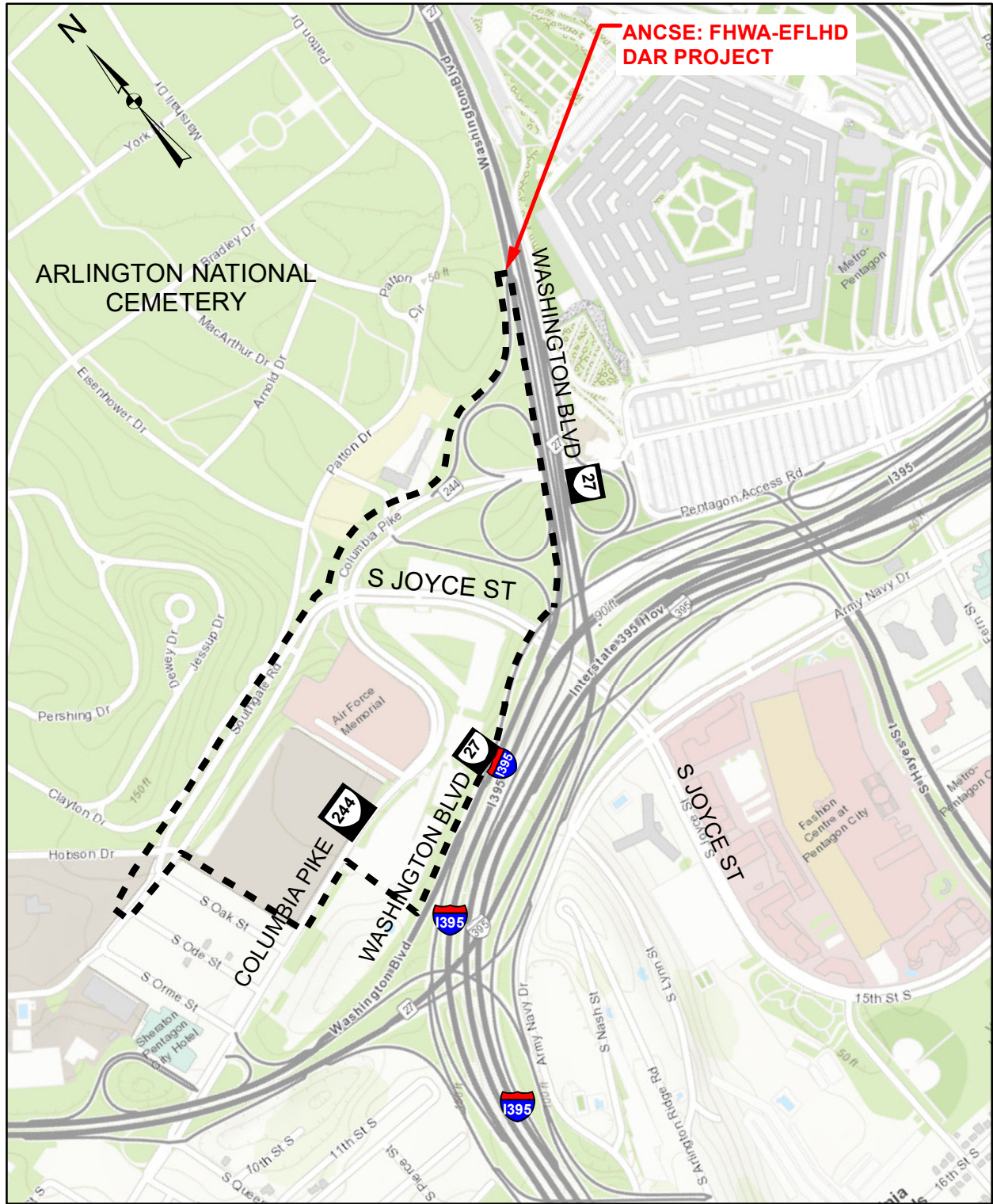
MATCH LINE - SEE SHEET 5



SHEET 6

LOCATION MAP

COUNTY OF ARLINGTON





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 20, 2020

MOTION

Made By:

Seconded By:

Action:

**Title: Revenue Sharing De-allocation of Project Funds
UPC 108871, Western Perimeter Road – Montgomery County**

WHEREAS, § 33.2-357 of the *Code of Virginia* (1950), as amended (“*Va. Code*”), prescribes that from funds made available by the General Assembly, the Commonwealth Transportation Board (“Board”) may make an equivalent matching allocation to any locality for the improvement, construction, or reconstruction of the highway systems within such locality; and

WHEREAS, §33.2-357 of the *Va. Code* stipulates that the funds allocated by the Board under this section “shall be distributed and administered in accordance with the revenue-sharing program guidelines established by the Board”; and

WHEREAS, at its December 5, 2018 meeting, the Board adopted its revision of the Revenue Sharing Program Policy and Guidelines, and the process for de-allocation of revenue-sharing program funds for projects not initiated after two subsequent fiscal years of the allocation or are cancelled at the request of the locality is described within these guidelines; and

WHEREAS, in accordance with the approved de-allocation process, surplus state Revenue Sharing funds on a project that has been cancelled at the request of the locality, must be deallocated and returned to the statewide Revenue Sharing program account; and

Resolution of the Board
Revenue Sharing De-Allocation of Project Funds – UPC 108871 – Montgomery County
May 20, 2020
Page Two

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves the deallocation of funding from the project as indicated herein below:

County of Montgomery			
Revenue Sharing Allocation fiscal years	State Match	Project Number (UPC)	Project Scope/Description
2017, 2018	\$13,074,249	108871	Construct new 2-lane road to connect Prices Fork Road to Southgate Drive

#####

CTB Decision Brief

Revenue Sharing De-Allocation of Project Funds - UPC 108871, Western Perimeter Road

Issue: As stipulated in § 33.2-357 of the *Code of Virginia*, any project having funds allocated under the revenue sharing program shall be initiated within two subsequent years of the allocation or those funds may be reallocated at the discretion of the Commonwealth Transportation Board (CTB). The Revenue Sharing Program Guidelines (Guidelines), as approved by the CTB, establish circumstances when project funds may be de-allocated due to cancellation of projects, project inactivity, or surplus allocations on completed projects. Accordingly, the Virginia Department of Transportation (Department) has a project which meets de-allocation/reallocation conditions set forth in § 33.2-357 and in the Guidelines and recommends that the funding previously allocated to this project be de-allocated by the CTB and made available in the Revenue Sharing account for reallocation statewide.

Facts: The de-allocation process is described within the Revenue Sharing Program Guidelines, revised and adopted by the CTB at its December 5, 2018 meeting. Montgomery County, by letter of October 23, 2019, has requested the Western Perimeter Road project (UPC 108871) to be cancelled.

Recommendation: The Department recommends that the allocations/funding on UPC 108871, Western Perimeter Road, be de-allocated from the project and returned to the statewide Revenue Sharing account so that they are available for reallocation. This will allow \$13,074,249 to be re-allocated through the current Revenue Sharing Application process.

Action Required by CTB: The *Code of Virginia* and the CTB's Revenue Sharing Program Guidelines specify that the CTB shall approve the de-allocation of identified funds that meet the criteria set forth in the de-allocation process. A resolution is provided for a formal vote.

Result, if Approved: Funds allocated to UPC 108871, Western Perimeter Road, totaling \$13,074,249, will be de-allocated and returned to the statewide Revenue Sharing account rendering them available for reallocation at the discretion of the CTB.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

MONTGOMERY COUNTY

F. CRAIG MEADOWS, COUNTY ADMINISTRATOR
OFFICE OF COUNTY ADMINISTRATION
MONTGOMERY COUNTY • VIRGINIA



755 ROANOKE ST., SUITE 2E • CHRISTIANSBURG, VA 24073
PHONE: 540.382.6954 • FAX: 540.382.6943
WWW.MONTGOMERYCOUNTYVA.GOV

October 23, 2019

Ken King, P.E
Virginia Department of Transportation
731 Harrison Avenue
Salem, VA 24153

RE: Wester Perimeter Road Revenue Sharing Project UPC#108871

Dear Ken:

Based on the desire of Virginia Tech to end the current project known as Western Perimeter Road, Montgomery County is notifying VDOT that we are cancelling the project at this time. Montgomery County sincerely appreciates the efforts from everyone that was a part of this multi-faceted project. Additionally, we want to ensure that all of those associated with the Revenue Sharing Program at VDOT understand that this was an unforeseen circumstance beyond our control. We have great respect for the Revenue Sharing Program and the valuable tool it is for localities.

It is our understanding that final invoices with VDOT and the consultant are being prepared and once all payments are taken care of, VDOT will formally close out the project. Upon this closeout on VDOT's side, we ask that we be provided with a detailed accounting record for funding expenditures in order for adequate processing of the remaining funds being returned to the County.

Thank you again for all of VDOT's assistance with this project. Should you have any questions, please do not hesitate to contact me or Emily Gibson, the County's contact for Western Perimeter Road.

Sincerely,

F. Craig Meadows
County Administrator

CC: David Clarke, P.E., Christiansburg Resident Engineer
Paul Brown, P.E., Christiansburg Assistant Resident Engineer
Chris Price, Christiansburg Assistant Residency Administrator
Dwayne L. Pinkney, Virginia Tech
Mike Dunn, Virginia Tech



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Recreational Access to Westmoreland State Park Project RECR-096-624, Westmoreland County

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

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

WHEREAS, the Westmoreland County Board of Supervisors has, by appropriate resolution, requested recreational access funds to provide roadway access to adequately serve a publicly-operated recreational area located within Westmoreland State Park, off State Route 347, and said roadway access is estimated to cost \$230,000; and

WHEREAS, this request has been considered by the Director of the DCR and has been found to comply fully with the provisions of § 33.2-1510; and

WHEREAS, pursuant to § 33.2-1510, the Director of the DCR has designated the Westmoreland State Park as a public recreational area and recommends that reconstruction and realignment of a portion of State Route 347 is necessary; and

WHEREAS, the Department of Transportation has determined the access road improvement project herein described to be appropriate and necessary to meet public demand for access to the existing recreational area facilities.

NOW, THEREFORE, BE IT RESOLVED, that recreational access to publicly operated recreational facilities within Westmoreland State Park be maintained through the reconstruction and realignment of an inadequate portion of State Route 347; and

THEREFORE, BE IT FURTHER RESOLVED, that from the Recreational Access Fund \$230,000 be allocated for roadway realignment and reconstruction of a portion of State Route 347, Project RECR-096-624, to provide adequate and appropriate access to Westmoreland State Park, contingent upon:

1. Recreational access funds shall be used solely for engineering and construction of the road. Costs for right of way, environmental assessments and remediation, and utility adjustments shall be funded separately and at no cost to the VDOT; and
2. Execution of an appropriate contractual agreement between the DCR and the VDOT to provide for the:
 - a. design, administration, construction and maintenance of this project; and
 - b. payment of all ineligible project costs, and of any eligible project costs in excess of the allocation amount for the roadway access project from sources other than those administered by the VDOT.

####

CTB Decision Brief

Recreational Access to Westmoreland State Park Project RECR-096-624, Westmoreland County

Issue: Pursuant to § 33.2-1510 of the *Code of Virginia*, the Westmoreland County Board of Supervisors has requested funds from the Recreational Access Program to provide adequate roadway access to existing facilities within Westmoreland State Park. Approval by the Commonwealth Transportation Board (CTB) to allocate this funding is required.

Facts: Section 33.2-1510 of the *Code of Virginia* provides that the CTB shall set aside funds for the construction of access roads and bikeways to public recreational areas and historical sites. Further, this section of the *Code of Virginia* grants the CTB the authority to construct access roads and bikeways to public recreational areas and historical sites when the governing body of the locality in which the access road is to be provided passes a resolution requesting the road and when the Director of the Department of Conservation and Recreation (DCR) has designated the public recreational area as such and recommends to the CTB that an access road be provided to that area. The Westmoreland County Board of Supervisors requested funds be expended to provide for the access road improvement by resolution adopted January 13, 2020.

Westmoreland State Park, operated by the Department of Conservation and Recreation, consists of 1,321 acres located off State Route 347 in Westmoreland County. Existing publicly operated facilities currently accessed beyond the subject road section requested to be reconstructed and improved include a swimming pool, two picnic shelters, nineteen cabins, a boat ramp, boathouse concessions, Potomac River beach bathhouse, concessions, fishing pier, camping area, picnic area, beach trail, a 10,000-gallon water storage facility for operations, and parking areas. Existing access to the existing facilities has been determined by the Fredericksburg District Maintenance Engineer to be inadequate due to imminent road failure and safety concerns. VDOT will administer the design and construction of the proposed project.

Fredericksburg District and Local Assistance Division have coordinated with DCR staff to confirm support for the project and to verify the cost and location of the road improvement project is appropriate and necessary to continue to provide access for the 250,000 visitor annual average to the public recreational area. The Director of DCR has by letter of March 24, 2020 designated Westmoreland State Park as a public recreational area and has recommended utilization of recreational access funds to provide adequate access to existing recreation facilities within the publicly operated recreational area.

Recommendations: The roadway access project recommended by staff as adequate to serve existing facilities within Westmoreland State Park involves reconstruction and realignment of a 20-foot wide, asphalt roadway, with appropriate shoulders and ditches along State Route 347 from approximately 1.71 miles north of its intersection with State Route 3 and continuing west, approximately 0.11 mile. Fredericksburg District staff has estimated the cost of the road access project to be \$230,000. VDOT recommends that recreational access funds in the amount of \$230,000 for the construction of roadway access be approved, subject to certain contingencies required by law including the restriction on the use of such funds to actual engineering and construction costs.

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

Result, if Approved: VDOT and the Department of Conservation will proceed with the recreational access roadway project.

Options: Approve, Deny, or Defer.

Public Comments/Reaction: None

DARRYL E. FISHER
ELECTION DISTRICT NO. 1
HAGUE, VIRGINIA 22469

RUSS CULVER
ELECTION DISTRICT NO. 2
MONTROSS, VIRGINIA 22520

DOROTHY DICKERSON TATE
ELECTION DISTRICT NO. 3
MONTROSS, VIRGINIA 22520

W. W. HYNSON
ELECTION DISTRICT NO. 4
COLONIAL BEACH, VIRGINIA 22443

TIMOTHY J. TRIVETT
ELECTION DISTRICT NO. 5
COLONIAL BEACH, VIRGINIA 22443



NORM RISAVI
County Administrator
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PHONE 804/493-0130
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WESTMORELAND COUNTY, VIRGINIA

Board of Supervisors

MONTROSS, VIRGINIA 22520-1000

At a regularly scheduled meeting of the Westmoreland County Board of Supervisors held on January 13, 2020, on a motion by W. W. Hynson, seconded by Russ Culver, the following resolution was adopted by a unanimous vote (Dorothy Dickerson Tate was absent from the meeting.):

Resolution Access Road Improvement Westmoreland State Park

WHEREAS, Westmoreland State Park is owned and operated by the Department of Conservation and Recreation serving the residents of Westmoreland County, adjoining localities, and the Commonwealth; and

WHEREAS, the existing public road access does not provide for adequate access to the public recreational areas within this facility and it is deemed necessary that improvements be made to State Route 347; and

WHEREAS, the public recreational area and facilities will require the reconstruction of State Route 347 to provide for adequate access; and

WHEREAS, the procedure governing the allocation of recreational access funds as set forth in section 33.2-1510 of the *Code of Virginia* requires action by the Director of the Department of Conservation and Recreation and the Commonwealth Transportation Board; and

WHEREAS, a statement of policy agreed upon between the said Director and Board approves the use of such funds for the construction of access roads to publicly-owned recreational; and

WHEREAS, it appears that all requirements of the law have been met to permit the Director of the Department of Conservation and Recreation to recommend to the Commonwealth Transportation Board that funding be provided for appropriate access to this public recreational area in accordance with section 33.2-1510 of the *Code of Virginia*; and

WHEREAS, the Westmoreland County Board of Supervisors agrees, in keeping with the intent of section 33.2-406 of the *Code of Virginia*, to use its good offices to reasonably protect the aesthetic or cultural value of this access leading to or within areas of historical, natural or recreational significance; and

WHEREAS, the County of Westmoreland hereby acknowledges that the Virginia Department of Transportation's Recreational Access Program may provide up to a maximum of \$400,000 (unmatched) for an access road project; and

WHEREAS, the Westmoreland County Board of Supervisors hereby supports the intent of the Department of Conservation and Recreation to provide for adequate access to public recreational facilities within Westmoreland State Park.

NOW, THEREFORE BE IT RESOLVED, that the Westmoreland County Board of Supervisors hereby supports the Director of the Department of Conservation and Recreation in recommending to the Commonwealth Transportation Board that recreational access funds be allocated for an adequate access road to serve said recreational area; and

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board is hereby requested to allocate the necessary recreational access funds to provide adequate access as hereinbefore described to the public recreational area and its facilities; and

BE IT FURTHER RESOLVED THAT, the Westmoreland County Board of Supervisors hereby acknowledges that the new roadway so constructed will provide a connection and shall continue to be a portion of the primary state highway system pursuant to §33.2-311 of the *Code of Virginia*.

Date of adoption: January 13, 2020



Chairman
Board of Supervisors
Westmoreland County

ATTEST:



Norm Risavi, Clerk
Board of Supervisors



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

May 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Economic Development Access to
Massimo Zanetti Beverage USA
Project ECON-133-457 – City of Suffolk**

WHEREAS, § 33.2-1509 of the *Code of Virginia* provides a fund to "...be expended by the Board for constructing, reconstructing, maintaining or improving access roads within localities to economic development sites on which manufacturing, processing, research and development facilities, distribution centers, regional service centers, corporate headquarters, or other establishments that also meet basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed ..." and, "in the event there is no such establishment or... firm contract, a locality may guarantee to the Board by bond or other acceptable device that such will occur and, should no establishment or airport acceptable to the Board be constructed or under firm contract within the time limits of the bond, such bond shall be forfeited"; and

WHEREAS, the City of Suffolk, by letter from the city manager, has requested Economic Development Access (EDA) Program funds to serve Massimo Zanetti Beverage (MZB) USA to be located within the development of the Virginia Port Logistics Park, located off Holland Road (U. S. Highway 58) and said access is estimated to cost approximately \$916,000; and

WHEREAS, Commonwealth Transportation Board (CTB) Policy requires a request from a locality's governing body before CTB allocations are made; and

Resolution of the Board

Economic Development Access Program – Massimo Zanetti Beverage USA – City of Suffolk
May 20, 2020

Page 2 of 3

WHEREAS, the COVID-19 pandemic and associated social distancing requirements have presented hardship to all localities attempting to convene local governing bodies to adopt appropriate resolutions; and

WHEREAS, the Suffolk City Council plans to convene on May 20th, 2020 to pass an appropriate resolution requesting EDA Program funding for the Massimo Zanetti Beverage (MZB) USA project; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia*, and complies with the provisions of the Commonwealth Transportation Board's policy for the Economic Development Access (EDA) Fund, with the exception of the requirement that the City of Suffolk request such EDA funds by resolution, which is made a contingency herein.

NOW, THEREFORE, BE IT RESOLVED, that \$650,000 (\$500,000 unmatched and \$150,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to the planned Massimo Zanetti Beverage USA facility on eligible property within the Virginia Port Logistics Port Park development, located off Holland Road (U. S. Highway 58), Project ECON-133-457, contingent upon:

1. Provision of an appropriate resolution approved by the Suffolk City Council requesting funding for the project under the Economic Development Access Program as required by CTB Policy; and
2. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
3. Execution of an appropriate contractual agreement between the City of Suffolk (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$150,000, by the LOCALITY for appropriately documented eligible project costs; and
 - d. Provision by the LOCALITY of either (i) documentation of a least \$3,250,000 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or (ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before June 20, 2025, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic

Resolution of the Board

Economic Development Access Program – Massimo Zanetti Beverage USA – City of Suffolk

May 20, 2020

Page 3 of 3

Development, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of establishments served by the project. If, by May 20, 2025, at least \$3,250,000 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$3,250,000 will be credited toward the project's Economic Development Access Program allocation utilized in the project's construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and

4. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the Economic Development Access Program.

####

CTB Decision Brief

Economic Development Access – City of Suffolk Massimo Zanetti Beverage USA

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access Policy of the Commonwealth Transportation Board (CTB), the City of Suffolk has requested funds from the Economic Development Access (EDA) Program to assist in constructing road access to eligible property located within the Virginia Port Logistics Park development. Allocation of the requested funds by the CTB is sought.

Facts: Section 33.2-1509 of the *Code of Virginia* authorizes the CTB to expend funds set aside for constructing access roads to economic development sites on which certain establishments as prescribed by the *Code* or other establishments that meet the basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed. In the event there is no such establishment already constructed or construction of such establishment is not under firm contract, a locality may guarantee to the CTB by bond or other acceptable device that such will occur.

The CTB's Economic Development Access Fund Policy (CTB Policy) sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to administer to assure adherence to the CTB Policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT). CTB Policy requires that the governing body shall, *by resolution*, request EDA Program funding prior to the Board's allocation of funds. In this instance, due to the COVID-19 pandemic, Suffolk's City Council has not yet convened to take action on this matter. City Council plans to meet on May 20, 2020 to adopt a resolution formally requesting the allocation. A letter from Patrick G. Roberts, City Manager, has been provided in lieu of a resolution at this time. While this is an exception to the CTB Policy, the provision of a proper resolution adopted by the governing body is a contingency that must be met before any funds are provided.

Massimo Zanetti Beverage (MZB) USA plans to construct a 356,000 square-foot facility on a 25-acre parcel for the purpose of distribution of its dry coffee roasted products, located off U. S. Highway 58 (Holland Road). The MZB facility is expected to result in an investment of \$17.2 million, and will retain 63 existing employees currently at its Portsmouth, Virginia location and 6 new jobs. The Economic Development Partnership has determined that the MZB operation is a qualifying business establishment warranting the use of the Economic Development Access Program funds. The property does not currently have public access. The City of Suffolk will administer design and construction of the proposed access road project.

The City of Suffolk's plans for the proposed access road will provide for a 40-foot wide asphalt roadway with curb and gutter, beginning at the planned entrance intersection with U. Highway 58, extending north approximately 0.28-mile in length within 60 feet of right of way to provide adequate access to the parcel on which MZB will develop. VDOT Hampton Roads District staff

concurs with the plans for the project and with the estimated project cost for eligible items and quantities of approximately \$916,000, exceeding the maximum EDA allocation. The City of Suffolk will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program allocation to fully fund the project. Documentation of qualifying capital investment of \$3,250,000 or provision of appropriate surety from the City will be required prior to funding authorization.

Recommendation: VDOT recommends the maximum allocation of \$650,000 (\$500,000 unmatched and \$150,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

Action Required by the CTB: The *Code of Virginia* and the CTB's Economic Development Access Fund Policy specify that the CTB shall approve of the allocation of funds for the construction of the access road project. A resolution is provided for formal vote.

Result, if Approved: VDOT and the City of Suffolk will proceed with the Economic Development Access road project once all contingencies in the resolution have been met.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



CITY OF SUFFOLK

P.O. BOX 1858, SUFFOLK, VIRGINIA 23439-1858 PHONE: (757) 514-4012

CITY MANAGER

April 10, 2020

Wanda Moore
Virginia Department of Transportation
Program Manager, Hampton Roads District
7511 Burbage Dr.
Suffolk, Virginia 23435

Dear Mrs. Moore:

The purpose of this letter is to officially request an Economic Development Access (EDA) Program allocation in support of an expansion of Massimo Zanetti Beverage (MZB) USA, and the construction of a public roadway for their new 350,933 square foot finished product warehouse at the Virginia Logistics Port Park in Suffolk. The EDA allocation is proposed to assist in the advancement of 1,500 linear feet of future right-of-way to access the future MZB operation. This new road will mirror the existing roads in the Park and will be designed and built to VDOT Road and Bridge Standards. The road will be a 60' of right-of-way with pavement width face to face of 40' with three full 12' wide lanes with curb and gutter on either side. The current schedule will have the new right-of-way construction beginning in July 2020, and the City of Suffolk accepting the completed right-of-way by July 2020.

Since we are unable to provide the required City Council resolution at this time due Executive Order 51 and COVID-19, I will also use this letter to acknowledge the following:

- Virginia Department of Transportation's Economic Development Access Program may provide up to a maximum of \$650,000 for a project and requires matching funding, up to \$150,000 from the City of Suffolk, for estimated eligible project costs over \$500,000, up to \$800,000.
- The City of Suffolk hereby guarantees that financing of all ineligible project costs, project costs exceeding the Economic Development Access Program project allocation, Economic Development Access Program required locality matching funds, if applicable, and all costs not justified by eligible capital outlay will be provided from sources other than those administered by the Virginia Department of Transportation.
- The City of Suffolk agrees to provide a surety or bond, acceptable to and payable to the Virginia Department of Transportation, in the full amount of the Commonwealth Transportation Board's allocation less eligible private capital outlay credit as

determined by VDOT; this surety shall be exercised by the Department of Transportation in the event that sufficient qualifying capital investment does not occur on property served exclusively by the requested project and eligible under the EDA Program within five years of the Commonwealth Transportation Board's allocation of funds pursuant to this request.

- The City of Suffolk understands that any approval by the Commonwealth Transportation Board is contingent upon an approved Suffolk City Council Resolution in support of this EDA request.

MZB Project Information:

- Project Investment Total: \$17,220,000
 - Equus Capital Partners (Owner/Developer/Landlord) MZB building: \$16,500,000
 - MZB (Tenant with a 15-year term) operating equipment: \$720,000
- Facility: 350,933 square feet
- Target dates for completion/operation: July 2021
- Number of Employees: 63
 - 6 new to Virginia (relocation of a current 3PL operation in St. Louis, MO.)
- Type of products: finished coffee products, storage and distribution
- Property Description: Lot #11; +/- 25 acres (refer to attached plat) within Tax Map Parcel 32B*3
- Access: Road access to the new MZB facility will only be provided from the new proposed right-of-way, and MZB will not be allowed direct access to the existing Holland Rd./Route 58. Suffolk Unified Development Ordinance, sections 31-612(n)(3), 31-612(n)(7)A and 31-612(n)(10)A-D, prevent MZB from gaining access to existing adjacent Holland Rd./Route 58.
- Project Description: Massimo Zanetti Beverage (MZB) USA is a fully integrated coffee company with roasting and operations in Suffolk. The project proposes a new 350,933 square foot finished good warehouse for MZB. The project is a relocation from their current approximately 250,000 square foot warehouse in Portsmouth, VA and the relocation of an 3rd party warehouse operation in St. Louis, MO; which will now be internalized. The Portsmouth facility, of approximately 250,000 square foot., can no longer provide adequate capabilities for their future use and growth, forcing this relocation.
- Total Road Project Cost Estimate: \$2,107,163.58
 - Construction Cost Estimate of items that qualify per the EDA program: \$915,622.30 of 1,500 linear feet

- City of Suffolk will seek reimbursement for documented eligible costs up to \$800,000, accounting for Suffolk's required \$150,000 match in those documented costs above \$500,00.
 - Engineering is not proposed to seek reimbursement
- Project Administration Responsibilities: City of Suffolk

Thank you in advance for your favorable consideration of this request.

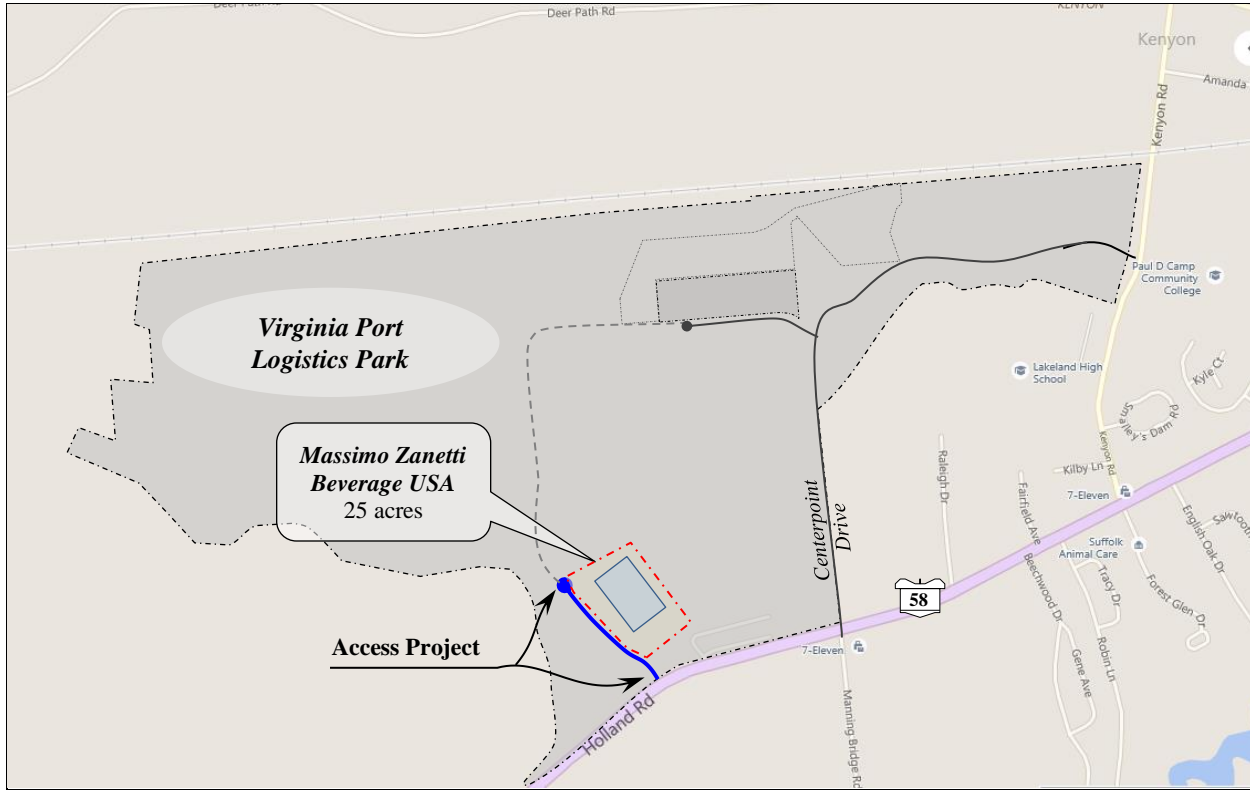
Sincerely,

A handwritten signature in black ink, appearing to read "Patrick G. Roberts". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Patrick G. Roberts
City Manager

cc: Scott Mills, Deputy City Manager
Kevin Hughes, Economic Development Director
LJ Hansen, Public Works Director

Enclosures: City of Suffolk, EDA Request, Road A Project Cost Breakdown
City of Suffolk, EDA Request Project Information and Exhibits



PROPOSED ECONOMIC DEVELOPMENT ACCESS PROJECT
Massimo Zanetti Beverage USA
Project ECON-133-457
City of Suffolk

Economic Development Facility / Site

Planned 356,000 square-foot facility for distribution of dry coffee roasted products on 25-acre parcel within the Virginia Port Logistics Park

Access Facility

Project Length: 0.28 mile
 Pavement Width: 40 feet
 R/W Width: 60 feet
 Estimated Cost: \$916,000
 Proposed Allocation: \$650,000 (bonded)
 \$500,000 unmatched, \$150,000 matched)



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

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

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

WHEREAS, after due consideration the Board adopted a 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
May 20, 2020
Page 2 of 2

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

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

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

#####

CTB Decision Brief

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

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

Facts: The CTB must adopt a Program of anticipated projects and programs by July 1st 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
6	117033	Hampton	Portsmouth	264	ERC I-264 Noise Barriers	\$ 23,398,069	\$ 23,398,069	\$0	MAP-21 NHPP, Interstate NHS, CPR Bonds	Yes
NA	116819	Northern Virginia	Fairfax County	-	VDOT Oversight - Ft. Belvoir & JB Meyer & Henderson Hall	\$ 98,000	\$ 98,000	\$0	Accounts Receivable	Yes
12	117220	Statewide	Statewide	81	FY21 ITTF I-81 Operational Improvements	\$ 10,000,000	\$ 10,000,000	\$0	ITTF	Yes
NA	-24371	Staunton	District-wide	9999	#81 CIP DETOUR IMPROVEMENTS - EXIT 240 AND EXIT 323	\$ 1,800,000	\$ 1,800,000	\$0	I-81 Corridor Funds	Yes
NA	-24366	Staunton	Rockbridge County	11	I-81 detour three intersection improvements - Route 11	\$ 200,000	\$ 200,000	\$0	I-81 Corridor Funds	Yes
Total						\$ 35,496,069	\$ 35,496,069	\$ -		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 10

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

May 20, 2020

MOTION

Made By: Seconded By:

Action:

Title: FY20-25 Six-Year Improvement Program Transfers
for February 20, 2020 through April 17, 2020

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

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

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

Resolution of the Board
FY20-25 Six-Year Improvement Program Transfers
February 20, 2020 through April 17, 2020
May 20, 2020
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 February 20, 2020 through April 17, 2020

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

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

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from February 20, 2020 through March 20, 2020 is attached.

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

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

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Bristol	RTE 58 - PARALLEL LN-CORRIDOR (RHEA VALLEY)	16382	Route 58 Bond Proceeds (CNB581)	\$ 5,639,338	\$ 54,446,338	\$ 54,446,338	10.4%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
2	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	West Jackson Street Sidewalk Improvements	110878	HSIP - Bike & Pedestrian (CNF053), HSIP - State Match (CNS251)	\$ 37,390	\$ 124,140	\$ 124,140	30.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.
3	Bristol	US 58 Rumble Strips - Lee County, Virginia Creeper Trail Signing - Washington & Grayson Co., Wise Primary School Pedestrian Safety Project	106513, 111684, 112709	Bristol	State Route 72 Scott County Rumble Strips	113892	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 130,004	\$ 233,560	\$ 233,560	55.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from completed and underway projects to fund an underway project.
4	Fredericksburg	HARRISON ROAD PEDESTRIAN IMPROVEMENTS	114729	Fredericksburg	SIGNALIZED CROSSWALKS AT RT 1 BETWEEN MILLS DR AND RT 17	114718	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 58,911	\$ 281,396	\$ 281,396	20.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a scheduled project.
5	Fredericksburg	Lafayette Boulevard/Kenmore Avenue Roundabout	100439	Fredericksburg	#SMART20 LAFAYETTE BLVD/KENMORE AVE/CHARLES ST ROUNDABOUTS	115123	All (CNS406), CMAQ - Fredericksburg (CNF214), CMAQ : Fredericksburg (CF5MA0), CMAQ Match : Fredericksburg (CS5MA1), RSTP : Fredericksburg (CF2MA0), RSTP Match : Fredericksburg (CS2MA1)	\$ 3,821,174	\$ 5,800,000	\$ 5,800,000	65.9%	Transfer of surplus funds recommended by District and MPO from a cancelled project to fund a scheduled project.
6	Hampton Roads	RTE 58 - PPTA PROJECT DEV. & MGMT. OVERSIGHT (DT/MT/MLK); ERC Task Order Funding; DT/MT/MLK Project - Railwork FED; DT/MT/MLK Project - Railwork STA; I-264 DOWNTOWN TUNNEL PPTA DEV. & MGMT. OVERSIGHT DT/MT/MLK	76642, 105900, 103459, 103458, 97175	Hampton Roads	ERC I-264 Noise Barriers	117033	MAP-21 NHPP Federal (CF1100), MAP-21 NHPP Soft Match (CF1101), Interstate NHS Federal (CNF231), Interstate NHS Soft Match (CNF831), CPR Bonds (CNB267)	\$ 23,398,069	\$ 23,398,069	\$ 23,398,069	100.0%	Transfer of surplus funds recommended by District from completed and canceled projects to fund a scheduled project.
7	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714	Hampton Roads	Green Operator Truck Replacement	103928	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	\$ 1,999,999	\$ 5,042,248	\$ 5,042,249	39.7%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund a scheduled project.
8	Statewide	I-95 FRED EX SYIP BALANCE ENTRY	T23133	Northern Virginia	I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294	115999	Concession Funds (CSC212)	\$ 4,500,001	\$ 36,616,786	\$ 32,000,001	12.3%	Transfer of surplus funds recommended by District and Financial Planning Division from the FedEx Balance Entry line item to fund a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
9	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	INSTALL SCOUR PROTECTION TO BRIDGES IN THE RICHMOND DISTRICT	111278	CTB Formula - Bridge State (CS0110)	\$ 400,000	\$ 1,900,001	\$ 1,900,000	21.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a scheduled project.
10	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	REPLACE SUPERSTRUCTURE RTE 60	113371	CTB Formula - Bridge State (CS0110)	\$ 1,350,000	\$ 2,850,000	\$ 2,850,000	47.4%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund a scheduled project.
11	Statewide	#I95CIP Corridor Tech Improvements Program UPC	116661	Statewide	#I95CIP PROJECT REFINEMENT	116597	I-95 Corridor Funds - State (CS9195)	\$ 400,000	\$ 1,400,000	\$ 1,400,000	28.6%	Transfer of surplus funds recommended by District and Operations Division from a scheduled project to fund a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Bristol	Route 58 Grayson Co Shoulder & Rumble Strips	107123	Bristol	Route 80 Shoulder Initiative	109922	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 80,394	\$ 1,745,394	\$ 1,745,394	4.6%	Transfer of surplus fund recommended by District and Traffic Engineering Division from a completed project to fund a scheduled project.
B	Bristol	Wise Primary School Pedestrian Safety Project	112709	Bristol	I-81 Exit 32 - Improve Super elevation NB & SB	113847	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 303	\$ 1,315,499	\$ 1,315,499	1.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to fund an underway project.
C	Culpeper	SHOULDER WIDENING AND RUMBLE STRIPS - FAUQUIER COUNTY	114188	Culpeper	ROUTE 29 AND WOODBROOK INTERSECTION MODIFICATION	114299	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$ 23,791	\$ 424,317	\$ 424,317	5.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a completed project.
D	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	DOWNTOWN FREDERICKSBURG PEDESTRIAN IMPROVEMENTS	111804	Open Container Funds - Statewide (CNF221)	\$ 40,400	\$ 2,590,400	\$ 2,550,000	1.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund scheduled project.
E	Statewide	FERRY BOAT PROGRAM	110839	Hampton Roads	Replace Ferry Boat Pocahontas Engines and Drive Systems	105456	Ferry Boat - Federal (CNF223), Ferry Boat - Softmatch (CNF823)	\$ 51,600	\$ 952,875	\$ 952,875	5.4%	Transfer of surplus funds recommended by District from the Statewide Ferry Boat Balance Entry line item to fund an underway project.
F	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Lynchburg	RTE 29 SBL & NBL - BR & APPR OVER NSRR FED ID 20579 & 20580	104599	CTB Formula - Bridge State (CS0110)	\$ 30,670	\$ 15,983,296	\$ 15,983,296	0.2%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to fund an underway project.
G	Northern Virginia	NORTHERN VIRGINIA (NOVA) REGIONAL STP (RSTP) BALANCE ENTRY	70717	Northern Virginia	#HB2.FY17 WIDEN ROUTE 1 TO SIX LANES	104303	NoVA HIP > 200k Federal (CFM190), NoVA HIP > 200k Soft Match (CFM191)	\$ 3,377,468	\$ 88,061,934	\$ 88,171,698	3.8%	Transfer of surplus funds recommended by District from the District RSTP Balance Entry line item to fund a scheduled project.
H	Northern Virginia	#SGR LEESBURG PIKE OVER SUGARLAND RUN - FED ID 6235	111678	Northern Virginia	#SGR Major Bridge Rehab at Rte 7/King St over I-395	104406	SGR Bridge State (SSB700)	\$ 511,309	\$ 13,472,757	\$ 13,472,757	3.8%	Transfer of surplus funds recommended by District from a scheduled project to fund an underway project.
I	Northern Virginia	I-66 OUTSIDE THE BELTWAY - CONCESSION FUND	113539	Northern Virginia	#SMART18 - ROUTE 29 WIDENING - PH II	110329	Concession Funds (CSC210)	\$ 3,366,819	\$ 85,874,707	\$ 85,874,707	3.9%	Transfer of surplus funds recommended by District and Financial Planning Division from the I-66 Concession Fund Balance Entry line item to fund a scheduled project.
J	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	ROUTE 1 - ADD ADDITIONAL SB LANE AND INSTALL SIDEWALK	87761	Bond Proceeds - Capital Projects Revenue (CNB267)	\$ 437,310	\$ 3,235,421	\$ 3,235,421	13.5%	Transfer of surplus funds recommended by District and Financial Planning Division from the Statewide SYIP Balance Entry line item to fund a completed project.
K	Salem	#HB2.FY17 HIGHWAY CONST DISTRICT GRANT PRGM - SALEM	T15990	Salem	#HB2.FY17 Lila Dr / Rte 115 Intersection Safety Improvements	108905	DGP - State (GS0100)	\$ 126,925	\$ 1,396,321	\$ 1,396,321	9.1%	Transfer of surplus funds from the District DGP Balance Entry line item to fund a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
L	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Staunton	Blue Ridge Road Path Phase 2B - Glasgow	113333	Open Container Funds - Statewide (CNF221)	\$ 27,600	\$ 284,609	\$ 284,609	9.7%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund scheduled project.



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 # 11

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD
May 20, 2020**

MOTION

Made By:

Seconded By:

Action:

**Title: SMART SCALE Project Cancellation
I-64 Ramp Signalization at Ashland Road (Rte. 623) UPC 109313**

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

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

WHEREAS, Item 16 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that once a project is selected for funding, an entity may not resubmit the project with a revised scope in a subsequent round unless the previously selected project has been cancelled; and

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

WHEREAS, the I-64 Ramp Signalization at Ashland Road (Rte. 623) UPC 109313 (Project) was submitted for consideration and selected for \$766,837 in funding through the Construction District Grant Program in the first round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, the Department has determined that a signal is not warranted at this location and alternative intersection treatments have been determined to be infeasible or cost prohibitive; and

WHEREAS, Goochland County has submitted a pre-application for Round 4 of SMART SCALE for a project with a different scope that addresses traffic issues at the same location; and

WHEREAS, the Project was scheduled to begin preliminary engineering in October 2016, but has not advanced to scoping, nor has any funding been expended on the Project; and

WHEREAS, VDOT recommends Board action to cancel the Project and transfer all Construction District Grant funds to the Richmond District Construction District Grant balance entry (UPC -15989) for allocation to projects selected in Round 4 of SMART SCALE.

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the Project, I-64 Ramp Signalization at Ashland Road (Rte.623) UPC 109313, is hereby cancelled.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that all Construction District Grant funds allocated to the Project be transferred to the Richmond District Construction District Grant balance entry (UPC -15989) for allocation to projects selected in Round 4 of SMART SCALE.

###

CTB Decision Brief
SMART SCALE Project Cancellation
I-64 Ramp Signalization at Ashland Road (Rte. 623) UPC 109313

Issue: The I-64 Ramp Signalization at Ashland Road (Rte. 623) UPC 109313 project (Project) was selected for funding in the first round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Policy/Process. The Project was submitted by Goochland County and screened in for meeting a VTrans need. It was selected for funding and received \$766,837 in Construction District Grant funds to support a total Project cost of \$766,837. The Department has determined that a signal is not warranted at this location and alternative intersection treatments have been determined to be infeasible or cost prohibitive. CTB approval is needed for cancellation of this Project pursuant to the Six-Year Improvement Program Development Policy adopted by the Board on December 7, 2016.

Facts: The Project is VDOT administered and was scheduled to begin preliminary engineering in October 2016; however, the Project has not advanced to scoping. There are no expenditures.

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

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

Item 16 of the Board's SMART SCALE Prioritization Process adopted February 19, 2020 states that once a project is selected for funding, an entity may not resubmit the project with a revised scope in a subsequent round unless the previously selected project has been cancelled. Goochland County has submitted a pre-application for Round 4 of SMART SCALE for a project with a different scope that addresses traffic issues at the same location

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

Recommendation: VDOT recommends that the Board cancel the I-64 Ramp Signalization at Ashland Road (Rte.623) UPC 109313 project and transfer all Construction District Grant funds to the Richmond District Construction District Grant balance entry (UPC -15989) for allocation to projects selected in Round 4 of SMART SCALE.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to cancel the I-64 Ramp Signalization at Ashland Road (Rte. 623) UPC 109313 project and transfer all Construction District Grant funds to the Richmond District Construction District Grant balance entry (UPC -15989) for allocation to projects selected in Round 4 of SMART SCALE.

Result, if Approved: If approved, the project will be removed from the Six-Year Improvement Program and all Construction District Grant funds will be transferred to the Richmond District Construction District Grant balance entry (UPC -15989).

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

May 2020 CTB Meeting

B66

0277-034-103, P101, R201, C501

Frederick County

This project will widen Fairfax Pike (Route 277) from the existing two lane roadway to an urban four-lane roadway section with a median along most of Route 277 from east of the Interstate 81 North bound ramps to Double Church Road (Route 641) where it will transition to a two-lane road section to end the project 0.115 mile east of Double Church Road (Route 641). The improved roadway will provide right and left turn lanes and access controls at the Stickley Drive (Route 1085)/relocated Aylor Road (Route 647) intersection and the Double Church Road intersection. Aylor Road, currently located in close proximity to the Interstate 81 northbound entrance ramps will be relocated east of its current location to align with Stickley Drive. To improve access management, VDOT lane (Route 1018) will be realigned west to align with an existing commercial entrance. A five-foot sidewalk will be constructed on the north side of Fairfax Pike between the Interstate 81 northbound entrance ramp and Double Church Road and a 10-foot shared use path will be constructed on the south side between Stickley Drive/ relocated Aylor Road and Double Church Road. Storm water management basin will be added to treat roadway storm water run-off. Utilities will be relocated as part of the construction. Some of the intersecting roads and entrances will also have right and left turn lanes for traffic turning onto Route 277.

Fixed Completion Date: June 1, 2023

The purpose of this project is to replace the existing structures on Route 29 NBL and SBL over NS Railroad with necessary approach work without added capacity. Both structures are in an advancing state of deterioration and carry a significant amount of traffic. This project is located on Route 29 (Richmond Highway) in the City of Lynchburg, which is on the National Highway System. The functional classification of the primary route is Urban Principal. The current Average Daily Traffic (ADT) for this section of Route 29 is 35,779 (2016) vehicles per day with 8.63% trucks and the projected Design ADT is 45,082 (2042).

The existing NBL structure, which was built in 1953, is in fair condition with a sufficiency rating of 54.2 and is functionally obsolete. The existing SBL structure, which was built in 1936, is in poor condition with a sufficiency rating of 58.0 and is structurally deficient. Considering the age, condition, geometrics, and type of structure the only practical and cost effective solution is to totally replace both structures. The existing structures have been identified as a priority for replacement.

The proposed bridge on Route 29 NBL will have a centerline shift to the east to accommodate detoured traffic during construction. Route 29 SBL proposed bridge will remain on the same alignment that currently exists. Project will maintain two lanes of traffic in each direction during construction.

Fixed Completion Date: July 31, 2023

May 2020 CTB Meeting
DESIGN BUILD PROJECT AWARD

Project Name: I-95 Northbound Rappahannock River Crossing
Project #: 0095-111-270, P101, R201, C501
UPC: 105510, 113936
Contract #: C00105510DB106
Location: Stafford County and City of Fredericksburg, Fredericksburg District

The Project is located along I-95 between approximate mile markers 130.5 to 135.9 in the City of Fredericksburg and County of Stafford, Virginia. The Project includes, among other things the Design and Construction of (a) an extension of the exit ramp from Route 3 to Northbound I-95, (b) creation of northbound Collector-Distributor (CD) lanes through Exit 133, (c) installation of signals at the NB I-95 exit to Route 17 and the SB I-95 exit to Route 17, including associated widening of Route 17, (d) option to extend a northbound auxiliary lane to Exit 136, (e) option to reconstruct the existing CD lane bridge over Route 17, (f) option to construct the sidewalk connection through I-95/Route 17 Interchange, (g) right of way acquisition, (h) lighting, (i) drainage, (j) signals, (k) signing and pavement marking, (l) stormwater management, (m) Transportation Management Plan, (n) erosion and sediment control, and (o) utility relocations within the Project limits. Refer to Part 2 of the RFP (Technical Requirements) for the scope of work, technical information and requirements.

The Project was procured using a two phase design-build selection process.

Funding Source: Concession Funds (associated with the Fredericksburg extension of the Express Lanes), Priority Transportation Funds, Bond Proceeds, NHPP, RSTP, and STP funding.

Final Completion Date: May 17, 2024

Offerors:

<u>Name</u>	<u>Price</u>	<u>Combined Score</u>
Wagman Heavy Civil, Inc.	\$107,457,777.77	90.31
Shirley Contracting Co	\$106,483,360.05	89.80
Branch Flatiron JV	\$217,500,000.00	51.97

AWARD

ARTERIAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
B66	18003	FROM: 0.131 MI WEST OF STICKLEY DRIVE	GENERAL EXCAVATION, INC.	2	\$18,176,369.00	\$19,622,284.54	Exceeds
	0277-034-103, C501	TO: 0.115 MI. EAST OF DOUBLE CHURCH ROAD	WARRENTON				
	STP-5138(172)	FREDERICK	VA				
	Construction Funds	STAUNTON DISTRICT					
		SMART SCALE - ROADWAY WIDENING					
B76	104599, 111279	FROM: 0.320 MILES WEST OF NS RAILROAD	W. C. ENGLISH, INCORPORATED	5	\$16,926,303.04	\$14,321,012.34	Exceeds
	0029-118-777, C501, C502,B622,B627	TO: 0.300 MILES EAST OF NS RAILROAD	LYNCHBURG				
	NHPP-5118 (293),(291)	LYNCHBURG	VA				
	Construction Funds	LYNCHBURG DISTRICT					
		SGR* - BRIDGE & APPROACH REPLACEMENTS OVER NS RAILROAD					

2 Recommended for AWARD \$35,102,672.04

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
147	115015, 115016	LOCATION: VARIOUS	BIZZACK CONSTRUCTION, LLC	2	\$6,126,755.68	\$6,358,048.23	Within
	PM1D-961-F21, N501	DICKENSON	LEXINGTON				
	PM01(339)	WISE	KY				
	Maintenance Funds	BRISTOL DISTRICT					
		2020 PLANT MIX					
148	115018, 115019, 115020	LOCATION: VARIOUS	W-L CONSTRUCTION & PAVING, INC.	2	\$5,262,460.09	\$5,157,929.32	Within
	PM1E-961-F21,N501	BUCHANAN, RUSSELL	CHILHOWIE				
	PM01(339)	TAZEWELL	VA				
	Maintenance Funds	BRISTOL DISTRICT					
		2020 PLANT MIX					

2 Recommended for AWARD \$11,389,215.77

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
C34	115256	FROM: 0.14 MI. N. MM 48.6	ALLAN MYERS VA, INC.	3	\$7,073,777.00	\$7,711,188.04	Within
	PM41-026-F20,P401	TO: 0.1 MI. N. MM 55.4	GLEN ALLEN				
	PM04-(498)	DINWIDDIE	VA				
	Maintenance Funds						
		RICHMOND DISTRICT PAVEMENT REHABILITATION					

1 Recommended for AWARD \$7,711,188.04

BID RESULTS FOR THE CTB

May 20, 2020

DESIGN BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
105510, 113936 0095-111-270, P101, R201, C501; Contract #C00105510DB106 Design, ROW, Construction & QA/QC	I-95 Northbound Rappahannock River Crossing The Project includes, among other things the Design and Construction of (a) an extension of the exit ramp from Route 3 to Northbound I-95, (b) creation of northbound Collector-Distributor (CD) lanes through Exit 133, (c) installation of signals at the NB I-95 exit to Route 17 and the SB I-95 exit to Route 17, including associated widening of Route 17, (d) option to extend a northbound auxiliary lane to Exit 136 (e) option to reconstruct the existing CD lane bridge over Route 17, (f) option to construct the sidewalk connection through I-95/Route 17 Interchange, (g) right of way acquisition, (h) lighting, (i) drainage, (j) signals, (k) signing and pavement marking, (l) stormwater management, (m) Transportation Management Plan, (n) erosion and sediment control, and (o) utility relocations within the Project limits. Refer to Part 2 of the RFP (Technical Requirements) for the scope of work, technical information and requirements.	AWARD	Wagman Heavy Civil, Inc. 3209 N. Susquehanna Trail York, PA 17406-9754	3	\$107,457,777.77	\$107,675,107.00	Bid Amount lower than EE Range

Recommended for Award: \$107,457,777.77

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

Poorly
1 2 3 4 5
Clearly

COMMENT _____

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

Less
1 2 3 4 5
More

COMMENT _____

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

With the other members present:

Very Different
1 2 3 4 5
No Difference

With members participating from other locations:

Very Different
1 2 3 4 5
No Difference

With the public:

Very Different
1 2 3 4 5
No Difference

COMMENT _____

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

Hindered
1 2 3 4 5
Helped

COMMENT _____

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

Poor
1 2 3 4 5
Excellent

COMMENT _____

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

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