



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Hyatt Regency Crystal City
Potomac V and VI Ballroom
2799 Jefferson Davis Highway
Arlington, VA 22202
October 19, 2016
8:30 a.m.

Upon conclusion of the October 18, 2016 Workshop Meeting.

Public Comments:

Approval of Minutes September 20, 2016

HAMPTON ROADS DISTRICT:

Presenting: James Utterback
District Administrator

1. Action on Approval for the Commissioner of Highways to Enter into a Memorandum of Agreement between the Virginia Department of Transportation (VDOT) and the Transportation District Commission of Hampton Roads D/B/A Hampton Roads Transit (HRT) for the improvements in the vicinity of the HRT Light Rail corridor as part of the Route 264 Interchange Improvements – 64 WB Ramp to 264 EB project (I-64/I-264 Interchange Improvements Project), UPC 57048.
2. Action on Designation of HOT Lanes and Related Extension of the Operating Hours on Interstate 64 from Interstate 564 to Interstate 264 and TFRA Funding Authorization.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Administrator

3. Action on Addition of Various Projects to the Six-Year Improvement Program for Fiscal Years 2017-2022.
4. Action on FY 2016-2021 Six-Year Improvement Program Transfers for August 24, 2016 through September 22, 2016.

SCHEDULING AND CONTRACT:

Presenting: Don Silies
Director of Contracts

5. Bids

Threshold Report

ADJOURNMENT:

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item #1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 19, 2016

MOTION

Made By: Seconded By: Action:

Title: Delegation of Authority for the Commissioner of Highways to Enter into a Memorandum of Agreement between the Virginia Department of Transportation (VDOT) and the Transportation District Commission of Hampton Roads D/B/A Hampton Roads Transit (HRT) for the improvements in the vicinity of the HRT Light Rail corridor as part of the Route 264 Interchange Improvements – 64 WB Ramp to 264 EB project (I-64/I-264 Interchange Improvements Project), UPC 57048

WHEREAS, VDOT proposes to construct the I-64/I-264 Interchange Improvements project beginning at I-64 at the Twin Bridges over the Elizabeth River and ending at I-264 before the Newtown Road interchange in Norfolk, VA, Project No. 0264-122-108, UPC 57048 (“Project”); and

WHEREAS, the HRT Light Rail corridor is within the proposed Project limits, crossing Interstate 64 just south of the I-64/I-264 interchange; and

WHEREAS, VDOT proposes to install a two-lane ramp on a bridge structure and a sound barrier structure adjacent to I-64 and over the HRT Light Rail tracks crossing Interstate 64, and to install a 60-inch Reinforced Concrete Pipe (RCP) culvert under the HRT Light Rail tracks; and

WHEREAS, HRT has reviewed the Project design plans and specifications pertaining to the work in the vicinity of the HRT Light Rail corridor and does not have any objection to the proposed improvements; and

Resolution of the Board

Delegation of Authority for the Commissioner of Highways to Enter into a Memorandum of Agreement between the Virginia Department of Transportation (VDOT) and the Transportation District Commission of Hampton Roads D/B/A Hampton Roads Transit (HRT) for the improvements in the vicinity of the HRT Light Rail corridor as part of the Route 264 Interchange Improvements – 64 WB Ramp to 264 EB project (I-64/I-264 Interchange Improvements Project), UPC 57048

October 19, 2016

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WHEREAS, all necessary easements have been acquired from HRT for the Project; and

WHEREAS, VDOT, its employees, assigns, and/or contractors will be responsible for the construction of the Project, including work within the HRT Light Rail corridor; and

WHEREAS, VDOT and HRT have developed a Memorandum of Agreement which sets forth the responsibilities of the parties relating to Project work that will be performed within the HRT Light Rail right of way and/or that will impact HRT Light Rail operations; and

WHEREAS, § 33.2-214(C) of the *Code of Virginia* authorizes the Commonwealth Transportation Board to enter into agreements with local districts, commissions, agencies, and other entities created for transportation purposes.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the § 33.2-214(C) of the *Code of Virginia*, the Commonwealth Transportation Board hereby authorizes the Commissioner of Highways to enter into a Memorandum of Agreement, attached hereto as Exhibit A, with the Transportation District Commission of Hampton Roads D/B/A Hampton Roads Transit for the completion of improvements to the I-64/I-264 Interchange Improvements Project in the vicinity of the HRT Light Rail corridor, in substantially the same form as Exhibit A, with such changes and additions as the Commissioner deems necessary.

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Commonwealth Transportation Board (CTB) Decision Brief

Delegation of Authority for the Commissioner of Highways to Enter into a Memorandum of Agreement (MOA) between the Virginia Department of Transportation (VDOT) and the Transportation District Commission of Hampton Roads D/B/A Hampton Roads Transit (HRT) for the improvements in the vicinity of the HRT Light Rail corridor as part of the Route 264 Interchange Improvements – 64 WB Ramp to 264 EB project (I-64/I-264 Interchange Improvements Project), UPC 57048.

Issue: VDOT seeks from the Commonwealth Transportation Board (Board) approval of and authority for the Commissioner to enter into an MOA between VDOT and Hampton Roads Transit detailing the obligations and responsibilities of VDOT and Hampton Roads Transit in the construction of the I-64/I-264 Interchange Improvements Project, UPC 57048, in the vicinity of the HRT Light Rail corridor.

Facts: The Project is located on Interstate 64 and Interstate 264 in the City of Norfolk, beginning at I-64 at the Twin Bridges over the Elizabeth River and ending at I-264 before the Newtown Road interchange. The proposed improvements for the I-64/I-264 Interchange Improvements Project include adding a second exit lane on westbound I-64, introducing a new two-lane collector-distributor roadway (C-D road) from I-64 to the Newtown Road interchange, and adding an exit ramp from westbound I-64 tying into the new C-D road. The project also includes a new two-lane flyover ramp from westbound I-64 tying into the existing eastbound I-264 C-D road. The new C-D road will serve the Newtown Road interchange on the south side of I-264 and the flyover ramp will allow motorists to utilize the existing eastbound C-D road to travel from westbound I-64 to eastbound I-264 without conflicting with the movements to and from the I-264/Newtown Road interchange.

HRT Light Rail corridor is within the project limits, paralleling Curlew Drive and crossing under Interstate 64 south of the I-64/I-264 interchange. As part of the I-64/I-264 Interchange Improvements Project, VDOT proposes to install a 60-inch Reinforced Concrete Pipe (RCP) culvert using jack and bore operations under the HRT Light Rail tracks located in the immediate vicinity of Curlew Drive and I-64. In addition, a two-lane ramp on a bridge structure and a sound barrier structure is proposed to be constructed adjacent to I-64 and over the HRT Light Rail corridor as part of the Project. HRT supports the proposed improvements.

VDOT will agree to perform all work within the HRT Light Rail corridor in compliance with the requirements of the HRT Adjacent Construction Manual (“HRT-ACM”) and HRT Standard Operating Procedure (SOP) 101.13.

VDOT and HRT have developed an MOA which sets forth the responsibilities of the parties relating to Project work that will be performed within the HRT Light Rail right of way and/or that will impact Light Rail operations.

Section 33.2-214(C) of the *Code of Virginia* empowers the CTB to enter into agreements with local districts, commissions, agencies or other entities created for transportation purposes.

Recommendation: VDOT recommends that the Board delegate to the Commissioner the authority to execute the MOA with HRT, attached hereto as Exhibit A, relating to construction in

the vicinity of HRT Light Rail corridor, in substantially the same form as Exhibit A, with such changes and additions as the Commissioner deems necessary.

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

Result, if Approved: The Commissioner will be authorized to execute an MOA between VDOT and HRT to construct the proposed I-64/I-264 Interchange Improvements in the vicinity of the HRT Light Rail corridor, in substantially the same form as Exhibit A, with such changes and additions as the Commissioner deems necessary.

Options: Approve, Deny, or Defer

Public Comment/Reaction: N/A

VICINITY MAP

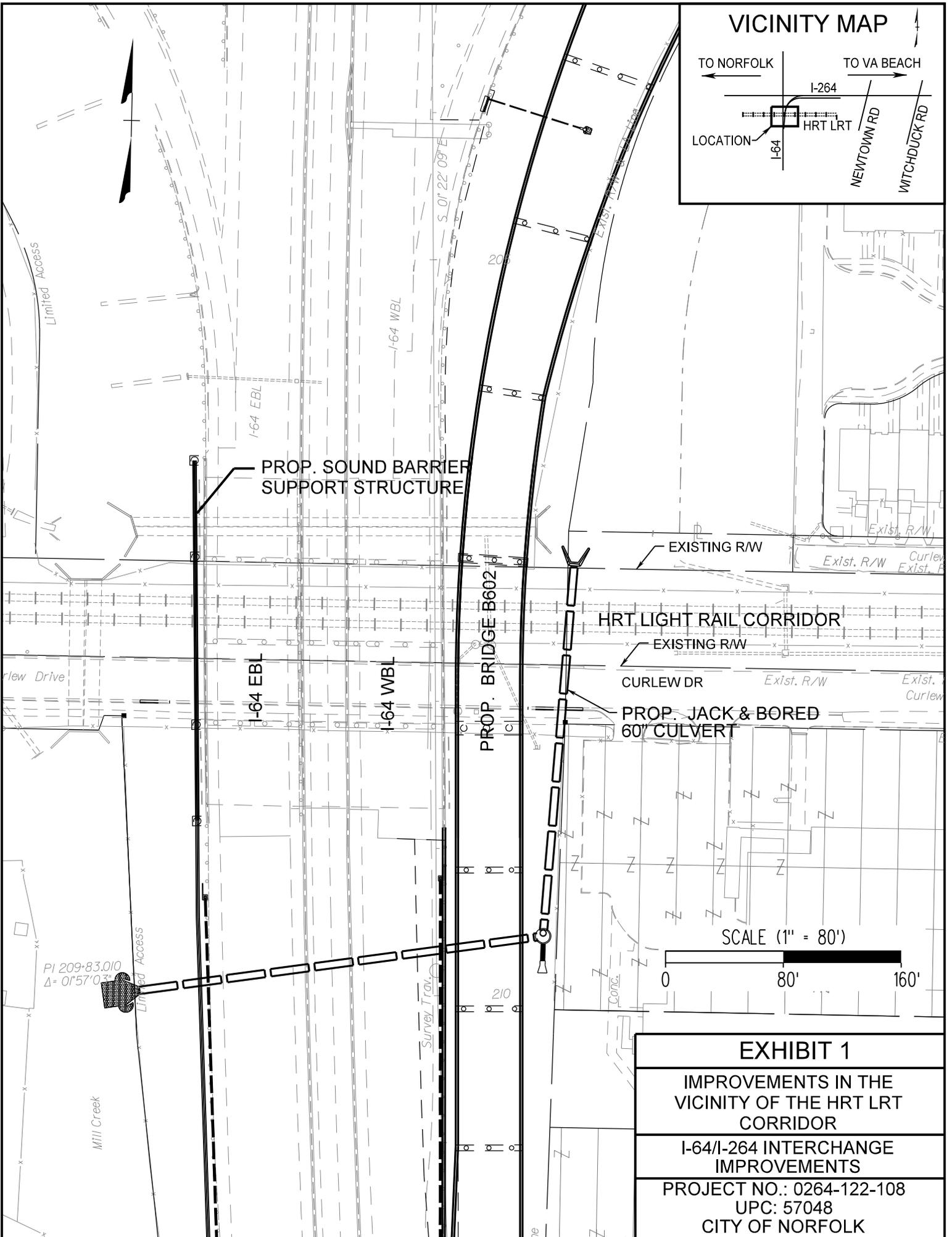
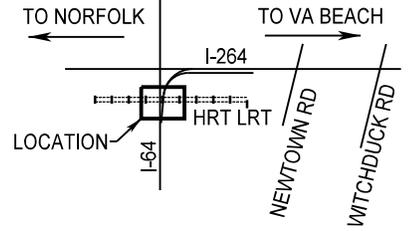


EXHIBIT 1

IMPROVEMENTS IN THE
VICINITY OF THE HRT LRT
CORRIDOR

I-64/I-264 INTERCHANGE
IMPROVEMENTS

PROJECT NO.: 0264-122-108

UPC: 57048

CITY OF NORFOLK

**MEMORANDUM OF AGREEMENT BETWEEN VIRGINIA DEPARTMENT OF
TRANSPORTATION AND HAMPTON ROADS TRANSIT**

This Memorandum of Agreement (“MOA”) is made and entered into this _____ day of _____, 2016, by and between the **VIRGINIA DEPARTMENT OF TRANSPORTATION** (“VDOT”), an agency of the Commonwealth of Virginia, and the **TRANSPORTATION DISTRICT COMMISSION OF HAMPTON ROADS D/B/A HAMPTON ROADS TRANSIT** (“HRT”), a body corporate and politic created pursuant to the Transportation District Act of 1964, (collectively, the “Parties”).

RECITALS

A. VDOT will construct various roadway lane widening and access ramp reconfigurations along the I-64/I-264 corridor beginning at I-64 at the Twin Bridges over the Elizabeth River and ending at I-264 before the Newtown Road interchange in Norfolk, Project No. 0264-122-108, UPC 57048 (“I-64/I-264 Interchange Improvements Project”).

B. As part of I-64/I-264 Interchange Improvements Project, VDOT will install a 60” Reinforced Concrete Pipe (RCP) culvert under the HRT Light Rail tracks located in the immediate vicinity of Curlew Drive and I-64. In addition to the installation of the RCP culvert, a two-lane ramp on a bridge structure and a sound barrier structure will be constructed adjacent to I-64 and over the HRT Light Rail tracks (collectively, “Light Rail Affected Work”).

C. The Light Rail Affected Work is more fully illustrated in Exhibit 1 attached to this MOA.

D. HRT has reviewed the following VDOT Project No. 0264-122-108, UPC 57048 design documents for the Light Rail Affected Work: final signed and sealed construction plans, sound barrier plans, bridge plans for B602, and special provisions. As of the date of this MOA and subject to the terms of the same, HRT does not have any objection to the proposed design for the Light Rail Affected Work.

E. As of the date of this MOA, the Parties have entered into all necessary easements for the construction of the Light Rail Affected Work.

NOW, THEREFORE, the Parties agree that the following constitutes the Parties’ agreed obligations and responsibilities for handling the construction of the Light Rail Affected Work:

1. OBLIGATIONS AND RESPONSIBILITIES.

A. VDOT, its employees, assigns, and/or contractors will be responsible for the construction of the I-64/I-264 Interchange Improvements Project, including the Light Rail Affected Work.

B. VDOT will perform or cause to be performed all Light Rail Affected Work in compliance with the requirements of the HRT Adjacent Construction Manual (“HRT-ACM”) and

HRT Standard Operating Procedure (SOP) 101.13. Both documents are attached hereto as Appendix A..

1. The 60” RCP culvert under the HRT Light Rail tracks located in the immediate vicinity of Curlew Drive and I-64 will be installed using jack-and-bore construction.
 2. VDOT will monitor the HRT Light Rail tracks for movement during and after construction in accordance with applicable provisions of the HRT-ACM.
 3. In the event movement of the HRT Light Rail tracks occurs in excess of the movement permissible pursuant to the HRT-ACM, VDOT will immediately notify HRT so that the HRT can prevent train travel over tracks that may have become misaligned.
- C. Light Rail Affected Work requiring the closure of the Light Rail tracks will only be performed on weekends; i.e., beginning on Fridays at 11:59 PM and concluding on Mondays at 4:30 AM.
1. HRT will provide a Bus Bridge between Military Highway Station and Newtown Station during any such periods of time the Light Rail Affected Work requires Light Rail track closure during normal service hours.
 2. The Bus Bridge may use Curlew Drive to provide service to Newtown Station. However, if the construction is taking place along Curlew Drive, I-264 will be considered as an alternate detour route.
 3. The Bus Bridge will be provided at the sole cost and expense of VDOT. HRT will provide those costs to VDOT on a monthly basis for reimbursement. VDOT will reimburse HRT for the Bus Bridge within thirty (30) days of receipt of such costs.
 4. Light Rail Affected Work requiring the closure of the Light Rail tracks will not be performed at any time during the following dates that require full Light Rail service into the City of Norfolk:
 - i. Memorial Day - Memorial Day weekends (beginning on Friday at 9:00 AM and continuing until Monday at 11:59 PM) ;
 - ii. Harborfest – Harborfest weekends (beginning on Friday at 9:00 AM and continuing until Monday at 11:59 PM);
 - iii. Independence Day Holidays - Independence Day weekends (beginning on Friday at 5:00 PM and continuing through Tuesday, July 4th at 11:59 PM in 2017,); in July 2018, beginning at 5:00 PM on July 3rd and continuing through Wednesday, July 4th at 11:59 PM; and in 2019, Independence

Day weekend (beginning on Wednesday, July 3rd at 5:00 PM and continuing through Sunday, July 7th at 11:59 PM); and

- iv. Grand Illumination/Christmas and New Year's Holiday Seasons - November 14 at 11:59 PM through January 7th at 11:59 PM.

D. HRT will promptly provide VDOT with all information and documentation related to the HRT Light Rail tracks that VDOT may reasonably require to safely and efficiently perform the Light Rail Affected Work.

2. CONTACTS. The following are contact information for each party:

For VDOT:

Salvija Hofheimer, P.E.
Senior Project Manager - Project Management Office
Virginia Department of Transportation- Hampton Roads District
1992 South Military Highway, Chesapeake, VA 23320
757.494.5486 (t)
salvija.hofheimer@vdot.virginia.gov

For HRT:

Lee Roy Padgett, P.E.
Director of Engineering
Hampton Roads Transit
509 E. 18th St. – Bldg 4
Norfolk, Virginia 23504
(757) 222-6654 (t)
lrpadgett@hrtransit.org

With Copy to:

Robert E. Travers, IV
Corporate Counsel
Hampton Roads Transit
509 East 18th Street – Bldg 4
Norfolk, Virginia 32504
(757) 222-6137 (t)
rtravers@hrtransit.org

3. AUTHORITY.

By signing below, each Party acknowledges and agrees that it has the authority to enter into this MOA and to perform their proposed respective obligations. Each Party represents and warrants

that: (i) it has complied with all requirements of applicable law; and of its charter, bylaws, and other organizational documents, including without limitation with respect to notices, meetings, and votes, prior to executing this MOA; and (ii) the person executing this MOA on behalf of the Party is fully authorized to do so.

4. ASSIGNMENT.

No Party may assign or transfer any rights herein without the written consent of the other Party.

5. APPLICABLE LAW.

This MOA shall be governed by the laws of the Commonwealth of Virginia. The venue of any disputes shall be the City of Richmond Circuit Court of the Commonwealth of Virginia.

6. ENTIRE MOA.

This MOA shall constitute the entire agreement between the Parties, and supersedes any prior understanding, agreement, or representation by or between the Parties, written or oral, to the extent that they relate to Light Rail Affected Work.

7. NO THIRD PARTY BENEFICIARIES.

This MOA is for the exclusive benefit of, and may only be enforced by, the Parties and their respective successors and assigns. It is not intended to benefit or confer any rights on any other person, organization, or entity.

8. PROJECT AGREEMENTS.

The Parties agree that VDOT will perform the Light Rail Affected Work and obtain all applicable approvals, or will cause its Contractor(s) to perform the Light Rail Affected work and obtain all applicable approvals, in accord with the terms and provisions set forth in the HRT ACM and HRT SOP 101.13 and that HRT will grant such approvals in accord with the terms and provisions set forth in the HRT ACM and HRT SOP 101.13, which approvals will not be unreasonably withheld. The latter document includes submittals of approved work plans, coordination with HRT Operations, and remediation of any damages to HRT light rail property, facilities, and operations.

9. AGREEMENT SUBJECT TO APPROPRIATION.

The Parties agree that this MOA is subject to the appropriation of funds of the Virginia General Assembly and allocation of funding by the Commonwealth Transportation Board.

10. SOVEREIGN IMMUNITY.

The Parties agree that nothing in this MOA shall affect the state sovereign immunity of the Parties.

IN WITNESS WHEREOF, the Project Partners have caused this MOA to be executed by their duly authorized representative.

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: Charles A. Kilpatrick, P.E.
Commissioner, Virginia Department of Transportation

Date: _____

TRANSPORTATION DISTRICT COMMISSION OF HAMPTON ROADS

By: William E. Harrell
President and CEO

Date: _____

Approved as to Legal Sufficiency (Counsel, HRT)

By: Robert E. Travers, IV, Esq.

Date: _____



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item # 2

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD**

October 19, 2016

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Designation of HOT Lanes and Related Extension of the Operating Hours on Interstate 64 from Interstate 564 to Interstate 264 and TFRA Funding Authorization

WHEREAS, pursuant to the provisions of § 33.2-502 of the *Code of Virginia*, the Commonwealth Transportation Board (the "CTB") may designate one or more lanes of any highway, including lanes that may have previously been designated as High Occupancy Vehicle (HOV) lanes, in the Interstate System, primary state highway system, or National Highway System, or any portion thereof, as High Occupancy Toll (HOT) lanes; and

WHEREAS, pursuant to section 33.2-309 of the Code of Virginia, the CTB may, in accord with federal and state statutes and requirements, impose and collect tolls from all classes of vehicles in amounts established by the CTB for the use of any component of the Interstate System within the Commonwealth; and

WHEREAS, pursuant to 23 USC §166 (a)(4), a public authority may allow vehicles not otherwise exempt from HOV requirements to use a HOV facility if the operators of the vehicles pay a toll charged by the authority for use of the facility and the authority (A) establishes a program that addresses how motorists can enroll and participate in the toll program; (B) develops, manages, and maintains a system that will automatically collect the toll; and (C)

Resolution of the Board

Designation of HOT Lanes and the Related Extension of the Operating Hours on Interstate 64 from Interstate 564 to Interstate 264 and TFRA Funding Authorization

October 19, 2016

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establishes policies and procedures to, among other things, manage the demand to use the facility by varying the toll amount that is charged; and

WHEREAS, the Virginia Department of Transportation (VDOT) has analyzed the traffic congestion that is being experienced through a feasibility analysis that indicated a reduction in traffic in the general purpose lanes during peak periods could be achieved through the conversion of the HOV lanes to HOT lanes; and

WHEREAS, the Virginia Department of Transportation (VDOT) has concluded from the analysis and advised that the reversible HOV-2 lanes on Interstate 64 from Interstate 564 to Interstate 264 in Hampton Roads are underutilized, with additional capacity that could help to reduce congestion in the general purpose lanes in the area; and

WHEREAS, VDOT has concluded and has advised that allowing vehicles not meeting the vehicle occupancy requirements to use the HOV-2 lanes on Interstate 64 from Interstate 564 to Interstate 264 by paying a toll would increase utilization of these lanes, as well as increase capacity, reduce congestion and increase speeds and reliability in the general purpose lanes, and improve speeds in the HOV/HOT lanes during rush hour, thereby increasing throughput in the corridor; and

WHEREAS, VDOT has recommended and requested that the CTB designate the existing Interstate 64 HOV-2 reversible lanes from Interstate 564 to Interstate 264 as HOT-2 and further that the CTB authorize use of dynamic tolling to adjust tolls based on real-time traffic conditions; and

WHEREAS, VDOT has requested that the CTB, in order to maximize the benefits of the conversion of the HOV lanes to HOT lanes, extend the operational hours of the HOV lanes from Monday – Friday 6:00am – 8:00am (Westbound), 4:00pm -6:00pm (Eastbound) to Monday – Friday 5:00am – 9:00am (Westbound), 2:00pm – 6:00pm (Eastbound), at such time that tolling on the lanes commences; and

WHEREAS, funding is needed to cover the costs of conversion of the existing Interstate 64 HOV-2 reversible lanes from Interstate 564 to Interstate 264 to HOT-2 lanes and implementation of tolling associated therewith, with the most immediate need being funding to cover costs associated with work necessary to prepare for and administer the procurement of the needed tolling infrastructure and related services; and

WHEREAS, as a potential toll facility, the CTB may provide advance funding for this effort from the Toll Facilities Revolving Account pursuant to Section 33.2-1529 of the *Code of Virginia*.

NOW, THEREFORE, BE IT RESOLVED, that, pursuant to § 33.2-502 and § 33.2-309 of the *Code of Virginia* and 23 USC §166, the Commonwealth Transportation Board

Resolution of the Board

Designation of HOT Lanes and Related Extension of the Operating Hours on Interstate 64 from Interstate 564 to Interstate 264 and TFRA Funding Authorization

October 19, 2016

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authorizes dynamic tolling of vehicles utilizing the HOV reversible lanes on Interstate 64 from Interstate 564 to Interstate 264, during the Westbound AM peak period of 5:00 a.m. to 9:00 am on weekdays and during the Eastbound PM peak period of 2:00 pm to 6:00 pm on weekdays for vehicles carrying less than two occupants (collectively, HOT Lanes-2 designation), to be implemented at such time that the infrastructure and improvements necessary to commence tolling on said portion of I-64 are determined by the Commissioner of Highways to be completed and ready for operation.

BE IT FURTHER RESOLVED by the Commonwealth Transportation Board, that until tolling commences on the HOV-2 reversible lanes on Interstate 64 from Interstate 564 to Interstate 264, the hours of operation of said HOV-2 lanes shall continue to be Monday – Friday 6:00am – 8:00am (Westbound) and 4:00pm -6:00pm (Eastbound).

BE IT FURTHER RESOLVED by the Commonwealth Transportation Board, that an amount up to \$5,000,000 be advanced from the Toll Facilities Revolving Account and allocated to pay the costs associated with work necessary to prepare for and administer the procurement of the needed tolling infrastructure and related services associated with conversion of these lanes from HOV-2 to HOT-2 , and that requests for additional funding from the Toll Facilities Revolving Account or other sources shall be presented to the Board prior to or at such time that the contract for the tolling infrastructure and related services is presented to the Board for its approval.

BE IT FURTHER RESOLVED by the Commonwealth Transportation Board that the toll revenues collected from this facility will be used in accord with section 33.2-309, including the reimbursement of funding advanced from the Toll Facilities Revolving Account authorized herein in accord with section 33.2-1529 of the Code of Virginia.

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CTB Decision Brief

Designation of HOT Lanes and Related Extension of the Operating Hours on Interstate 64 from Interstate 564 to Interstate 264 and TERA Funding Authorization

Issue: To provide travel choices to reduce congestion by using the underused High occupancy Vehicle (HOV) lanes in Hampton Roads, the Virginia Department of Transportation (VDOT) seeks from the Commonwealth Transportation Board (the “CTB”) (i) designate the existing Interstate 64 HOV-2 reversible lanes from Interstate 564 to Interstate 264 as HOT-2 and further that the CTB authorize use of dynamic tolling to adjust tolls based on real-time traffic conditions, (ii) in order to maximize the benefits of the conversion of the HOV lanes to High Occupancy Toll (HOT) lanes, extend the operational hours of the HOV lanes from Monday – Friday 6:00am – 8:00am (Westbound), 4:00pm -6:00pm (Eastbound) to Monday – Friday 5:00am – 9:00am (Westbound), 2:00pm – 6:00pm (Eastbound), at such time that tolling on the lanes commences, and (iii) provide advance funding for this effort from the Toll Facilities Revolving Account pursuant to Section 33.2-1529 of the *Code of Virginia*.

Facts:

- Pursuant to § 33.2-502 of the *Code of Virginia*, The CTB may designate one or more lanes of any highway, including lanes that may have previously have been designated HOV lanes, in the Interstate System, primary state highway or National Highway System, as HOT lanes; and
- Pursuant to section 33.2-309 of the *Code of Virginia*, the CTB may, in accord with federal and state statutes and requirements, impose and collect tolls from all classes of vehicles in amounts established by the CTB for the use of any component of the Interstate System within the Commonwealth; and
- Pursuant to 23 USC §166 (a)(4), a public authority may allow vehicles not otherwise exempt from HOV requirements to use an HOV facility if the operators of the vehicles pay a toll charged by the authority for use of the facility and the authority (A) establishes a program that addresses how motorists can enroll and participate in the toll program; (B) develops, manages, and maintains a system that will automatically collect the toll; and (C) establishes policies and procedures to, among other things, manage the demand to use the facility by varying the toll amount that is charged; and
- The current HOV lanes in Hampton Roads are underused and the VDOT has analyzed the traffic congestion that is being experienced through a feasibility study that indicated a reduction in traffic in the general purpose lanes during peak periods could be achieved through the conversion of the HOV lanes to HOT lanes; and;
- In January 2016, the VDOT briefed the CTB and the Hampton Roads Transportation Planning Organization (HRTPO) on beginning of Feasibility Study; and

- In September 2016, the VDOT briefed the CTB and the HRTPO on Feasibility Study results.

Recommendations: VDOT recommends that the CTB:

(i) designate the existing Interstate 64 HOV-2 reversible lanes from Interstate 564 to Interstate 264 as HOT-2 and further that the CTB authorize use of dynamic tolling to adjust tolls based on real-time traffic conditions; and

(ii) in order to maximize the benefits of the conversion of the HOV lanes to High Occupancy Toll (HOT) lanes, extend the operational hours of the HOV lanes from Monday – Friday 6:00am – 8:00am (Westbound), 4:00pm -6:00pm (Eastbound) to Monday – Friday 5:00am – 9:00am (Westbound), 2:00pm – 6:00pm (Eastbound), at such time that tolling on the lanes commences; and

(iii) advance an amount up to \$5,000,000 from the Toll Facilities Revolving Account and allocated to pay the costs associated with work necessary to prepare for and administer the procurement of the needed tolling infrastructure and related services associated with conversion of these lanes from HOV-2 to HOT-2 , and that requests for additional funding from the Toll Facilities Revolving Account or other sources shall be presented to the Board prior to or at such time that the contract for the tolling infrastructure and related services is presented to the Board for its approval.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote.

Results, if Approved: If approved, the resolution will result in the designation of the existing Interstate 64 HOV-2 reversible lanes from Interstate 564 to Interstate 264 as HOT-2 and authorize the use of dynamic tolling, extending the operating hours of the HOV lanes from Monday – Friday 6:00am – 8:00am (Westbound), 4:00pm – 6:00pm(Eastbound) to Monday – Friday 5:00am – 9:00am (Westbound), 2:00pm – 6:00pm (Eastbound) at such time that tolling on the lanes commences, and provide an amount up to \$5,000,000 be advanced from the Toll Facilities Revolving Account and allocated to pay the costs associated with work necessary to prepare for and administer the procurement of the needed tolling infrastructure and related services associated with conversion of these lanes from HOV-2 to HOT-2.

Options: Approve, Deny, or Defer.

Public Comments/Reaction:

- On June 2008, the U.S. Secretary of Transportation encouraged the conversion of HOV to HOT (allowed by SAFETEA-LU) in response to a Virginia Congressional request to convert to general purpose lanes.
- On September 15, 2016, the Hampton Roads Transportation Planning Organization (TPO) Board passed a resolution of support for this conversion.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 19, 2016

MOTION

Made By:

Seconded By:

Action:

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2017-2022

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs 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 2017-2022 Program on June 14, 2016; and

WHEREAS, the Board is required by Sections 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, Section 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 Sections 33.2-358 and 58.1-638 of the *Code of Virginia*, by adopting a Program; and

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Addition of Projects to the SYIP
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WHEREAS, Section 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

WHEREAS, the projects shown in Appendix A were not included in the FY 2017-2022 Program adopted by the Board on June 14, 2016; 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 2017 through 2022 and are approved.

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CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2017 - 2022

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 Section 33.2-214(B) of the *Code of Virginia*. On June 14, 2016, after due consideration, the CTB adopted a Final FY 2017-2022 Program. The projects shown in Appendix A were not in the Final FY 2017-2022 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 2017–2022.

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 2017–2022 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 2017-2022.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**Appendix A
Amendments to the FY2017-2022 SYIP**

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
N/A	109565	Hampton	Norfolk	U000	Citywide Pedestrian Improvements	\$7,800,000	\$7,800,000	\$0	Urban Formula Federal; Match	Yes
N/A	109568	Hampton	Norfolk	460	Granby Street Bridge Repairs	\$3,500,000	\$3,500,000	\$0	Urban Formula Federal; Match	Yes
N/A	109954	Northern Virginia	Falls Church	U000	Bikeshare Connections - Orange & Silverline Metrorail Station	\$2,000,000	\$2,000,000	\$0	RSTP Federal; Match	Yes
N/A	105198	Northern Virginia	Prince William	28	Route 28 Widen - Fitzwater to Reloc Vint Hill (VDOT Oversight)	\$418,180	\$418,180	\$0	Local Funds	Yes
N/A	105428	Northern Virginia	Prince William	28	Route 28 - Linton Hall to Penn Ave (VDOT Oversight)	\$468,500	\$468,500	\$0	Local Funds	Yes
N/A	104554	Northern Virginia	Prince William	215	Vint Hill Road Widening to 4-Lanes (VDOT Oversight)	\$305,375	\$305,375	\$0	Local Funds	Yes
N/A	T-18815	Staunton	Clarke	340	Rte. 340 Clarke Co. VA and WV State Line	\$3,249,000	\$3,249,000	\$0	STP <5k Federal; Match	Yes
Total						\$17,741,055	\$17,741,055	\$0		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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Agenda item # 4

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

October 19, 2016

MOTION

Made By: Seconded By:

Action:

Title: FY17-22 Six-Year Improvement Program Transfers
For August 24 through September 22, 2016

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 14, 2016, a resolution was approved to allocate funds for the Fiscal Years 2017 through 2022 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 2017 through 2022 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 2017 through 2022 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

FY17-22 Six-Year Improvement Program Transfers For August 24 through September 22, 2016
October 19, 2016

Page Two

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

FY2017-2022 Six-Year Improvement Program Transfers For August 24 through September 22, 2016

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 14, 2016, 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 2017 through 2022 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 2017 through 2022 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 August 24 through September 22, 2016 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 2017 – 2022 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.

CTB Decision Brief

FY17-22 Six-Year Improvement Program Transfers For August 24 through September 22, 2016

October 19, 2016

Page Two

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**Six-Year Improvement Program Allocation Transfer Threshold Report
October 2016**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comment
1	Bristol	RTE 460 - FLOOD PROOFING - PE & RW ONLY	13505	Bristol	Route 19 Signal and Crossover Closures	109786	Primary Formula:State	\$400,000	\$900,000	\$900,000	80.0%	Transfer of surplus funds recommended by District from a completed project to a scheduled project.
2	Northern Virginia; Statewide	DEDICATED TRANSIT CORRIDORS ALEXANDRIA - STUDY ONLY	79794	Northern Virginia	REBUILD KING STREET METRO PARKING LOT AND BUS LOADING AREA	79792	CMAQ:Federal; CMAQ:MPO - Federal; CMAQ:MPO - State Match; CMAQ:State Match; Local Funds	\$3,623,395	\$11,622,541	\$11,622,541	45.3%	Transfer of surplus funds recommended by MPO and District from an underway project to fund a completed project.
3	Northern Virginia	GEC Design Services I495/DAAH Interchange Improvements	94611	Northern Virginia	I-495 LANDSCAPING REPLANTING	108943	MWAA:Local	\$500,000	\$1,500,000	\$1,500,000	50.0%	Transfer of surplus funds recommended by District and Financial Planning Division from a completed project to a scheduled project.
4	Northern Virginia	DISTRICTWIDE ROADWAY SAFETY ASSESSMENT - NOVA DISTRICT	81410	Northern Virginia	DISTRICTWIDE ROADWAY SAFETY ASSESSMENT - NOVA FY17-FY22	109589	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match	\$200,000	\$300,000	\$300,000	>100%	Transfer of surplus funds recommended by Traffic Engineering Division and District from a scheduled project to fund a scheduled project.
5	Richmond	RTE 10 - PROVIDE BICYCLE ACCOMMODATIONS; RTE 360 - ADD SIDEWALK	93386; 104662	Richmond	RTE 95 - INSTALL ITS DEVICES	106938	Highway Safety Improvements:Federal; Highway Safety Improvements:Soft Match; Highway Safety Improvements:State Match	\$1,054,664	\$4,054,664	\$4,054,664	35.2%	Transfer of surplus funds recommended by district and Traffic Engineering Division from completed projects to fund an underway project.

**Six-Year Improvement Program Allocation Transfer Threshold Report
October 2016**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comment
A	Bristol	CFX - Rockhouse - VDOT oversight	90280	Bristol	RTE 121 CFX - POUND CONNECTOR - VDOT OVERSIGHT	86416	National Highway System Allocations:Federal; National Highway System Allocations:State Match	\$666	\$1,900,666	\$17,096,788	0.1%	Transfer of surplus funds recommended by District from a cancelled project to a scheduled project.
B	Culpeper	RTE 29 - CORRIDOR AND ACCESS MANAGEMENT STUDY	75815	Culpeper	Project Prescoping - Culpeper	99579	Formula:State Planning Funds	\$18,513	\$6,185,258	\$6,166,745	0.3%	Transfer of surplus funds recommended by District from a completed project to the District project pre-scoping line item.
C	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Culpeper	ROUTE 522 ROAD DIET AND BIKE PEDESTRIAN IMPROVEMENTS	109573	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$110,270	\$1,205,270	\$1,205,270	10.1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to a scheduled project.
D	Northern Virginia	I-95 NB DIRECTIONAL OFF RAMP TO NB FAIRFAX COUNTY PARKWAY	93033	Northern Virginia	RTE 66 - CONSTRUCT COMMUTER LOT	16003	Residue Parcel Revenue:State	\$250	\$7,733,711	\$7,733,711	0.0%	Transfer of surplus funds recommended by District from a completed project to fund a completed project.
E	Statewide	PROJECTS IMPROVEMENTS GRANTS FOR SRTS PROGRAM	81509	Northern Virginia	City of Alexandria - SRTS - crossing improvements	102841	Safe Routes to School:Federal	\$3,557	\$306,057	\$306,057	1.2%	Transfer of surplus funds recommended by District and Transportation Mobility Planning Division from the Statewide SRTS Balance Entry line item to a scheduled project.
F	Statewide	PROJECTS IMPROVEMENTS GRANTS FOR SRTS PROGRAM	81509	Northern Virginia	Fairfax County - SRTS - Terra Centre ES - Crossing Imp.	102848	Safe Routes to School:Federal	\$15,000	\$253,369	\$291,213	6.3%	Transfer of surplus funds recommended by District and Transportation Mobility Planning Division from the Statewide SRTS Balance Entry line item to a scheduled project.
G	Northern Virginia	DEDICATED TRANSIT CORRIDORS ALEXANDRIA - STUDY ONLY	79794	Northern Virginia	Purchase DASH Buses	103734	CMAQ:Federal; CMAQ:State Match	\$52,000	\$8,552,000	\$8,552,000	0.6%	Transfer of surplus funds recommended by MPO and District from an underway project to a scheduled project.
H	Northern Virginia	W & OD TRAIL CROSSING IMPROVEMENTS	79812	Northern Virginia	HERNDON METRORAIL INTERMODAL ACCESS IMPROVEMENTS	104328	CMAQ:Federal; CMAQ:State Match	\$11,531	\$2,612,616	\$2,612,616	0.4%	Transfer of surplus funds recommended by MPO and District from a completed project to a scheduled project.
J	Richmond	RTE 360 - 6 LANE	50029	Richmond	RTE 145 - ADDITIONAL LANES, RAISED MEDIAN & SIGNALIZATION	11927	CMAQ:Federal	\$36,792	\$3,653,138	\$3,599,186	1.0%	Transfer of surplus funds recommended by MPO and District from a completed project to fund a completed project.
K	Richmond	RTE 5- VIRGINIA CAPITAL TRAIL- CHARLES CITY INTERPRETIVE SITE	81561	Richmond	RTE 5 - VIRGINIA CAPITAL TRAIL - SHERWOOD FOREST PHASE	81562	Primary Formula:State Match; Scenic Byway Grants:Federal	\$5,853	\$13,663,709	\$13,646,268	0.1%	Transfer of surplus funds recommended by District from a completed project to fund a complete project.
L	Richmond	REALIGN INTERSECTION OF RTE 33 & RTE 54; RTE 642 - ADD SIDEWALK	18948; 104883	Richmond	Richmond Region-wide Traffic/Operations Improvements	101492	CMAQ:MPO - Federal; CMAQ:MPO - State Match; CMAQ:State Match	\$1,835,701	\$26,018,202	\$18,312,343	7.6%	Transfer of surplus funds recommended by District and MPO from completed projects to fund a scheduled project.
M	Salem	RTE 460 - REALIGNMENT OF CROSSOVER AND SECONDARY	67529	Salem	RTE 460 - WIDEN & RELOC (INCL CONNECTION TO RTE 114) PE & RW	9843	Primary Formula:State	\$24,181	\$48,177,884	\$48,177,884	0.1%	Transfer of surplus funds recommended by District from a completed project to fund a completed project.
N	Staunton	Route 340 Bridge Replacement & Approaches over Gooney Creek	76467	Staunton	EAST RESERVOIR ROAD - IMPROVEMENTS TO APPROACH TO ROUTE 11	76676	STP:Statewide - Federal; STP:Statewide - Soft Match	\$80,668	\$3,413,912	\$3,307,738	2.4%	Transfer of surplus funds recommended by District from an underway project to fund a completed project.

AWARD/EXECUTED

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
K62	109233, 109665	FROM: I-95	CURTIS CONTRACTING, INC.	5	\$7,431,833.26	\$8,368,723.57
	(NFO)0295-074-783,N501	TO: 0.11 MI. N. KINGSLAND ROAD	WEST POINT			
	NHPP-0295(083)	PRINCE GEORGE	VA			
	Maintenance Funds	RICHMOND DISTRICT				
		SGR: RTE. 295 NB - RESTORE EXIST PAVEMENT				

1 Recommended for AWARD \$7,431,833.26

BID RESULTS FOR THE CTB

September 8, 2016

DESIGN BUILD PROJECT

Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	SYP CN Allocation
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MISCELLANEOUS

0095-089-F09 0630-089-202 0095-089-282	I-95/Route 630 Reconstruction and Widening	AWARD	Shirley Contracting Company, Lorton, Virginia	3	\$99,946,969.50	\$130,546,220.00
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Contract #C00013558DB83

Project has three components to include:
 relocation and reconstruction of the I-95/Route 630 interchange; Widening of adjacent Route 630; and Commuter Park and Ride Lot expansion.

Design, ROW, Construction & QA/QC

Stafford County
 Fredericksburg District

Funding Sources: Federal, state and local

1 Recommended for Award: \$99,946,969.50

BID RESULTS FOR THE CTB

September 30, 2016

ASD Procurement

Order No.	Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	SYP CN Allocation
IFB# 153292	UPC: 100947 VDOT State Project # FBJT-090-100- P101, C501 Federal Project # CM-965-5(073)	Surry County, VA Design, Construction and Delivery of New Jamestown Ferry Vessel	Award	V T HALTER MARINE, INC. 900 BAYOU CASOTTE PARKWAY PASCAGOULA, MS 39581	5	\$16,508,643.24	\$21,986,420.00

1 Recommended for Award: \$16,508,643.24

October 2016 CTB Meeting

K62

0295-074-783, N501

Prince George County

This proposed State of Good Repair pavement maintenance project involves patching the existing concrete pavement & overlaying with a thin lift of asphalt concrete. This project will not change road features or characteristics.

Fixed Completion October 30, 2017

DESIGN BUILD PROJECT

0095-089-F09, 0630-089-202, 0095-089-282

Stafford County

This design/build project includes widening of Route 630, the relocation of the I-95/Route 630 Interchange, and the expansion of a Commuter Park and Ride lot. The following is a brief description of the Project's Scope.

Route 630 Widening

The project will widen Courthouse Road, Route 630, from a 2-lane to a 4-lane divided section from Cedar Lane (Route 732) to the intersection of Ramoth Church Road (Route 628) and Winding Creek Road (Route 628). The widening portion of the project is approximately 1.9 miles. Bicycle and pedestrian accommodations will be provided on a 10-foot shared use path along the north side of Route 630.

I-95/Route 630 Interchange Relocation

The project includes the relocation and full reconstruction of the existing I-95/Route 630 (Courthouse Road) Interchange. The proposed interchange will be a diverging diamond interchange (DDI), relocated approximately 600 feet south of the existing interchange. The proposed DDI will include two parallel bridges that will carry the approach roadway, Route 630/Courthouse Road, over Interstate 95. Route 630 will be realigned to intersect Route 1 at Hospital Center Boulevard adjacent to the Stafford Hospital. To the west of the proposed interchange, the intersection of Route 630/Courthouse Road and Austin Ridge Drive will be realigned approximately 500 feet to the west. Additionally, the existing commuter park and ride lot on the west side of Interstate 95, at the intersection of Route 630/Courthouse Road and Austin Ridge Drive, will be relocated to the east side of Interstate 95 and include at least 545 parking spaces. Access to the commuter park and ride lot will be via a new connector road that will be constructed on the east side of the DDI, connecting the relocated Courthouse Road to the existing Courthouse Road alignment. A cul-de-sac will be constructed on existing Route 630 on the east side of the existing interchange. Bicycle and pedestrian accommodations will be provided on a 10-foot shared use path originating from the proposed commuter park and ride lot, passing along the DDI over I-95 and continuing along the north side of relocated Route 630.

Commuter Park and Ride Lot Expansion

The project includes increasing the capacity of the commuter park and ride lot by an additional 300 parking spaces and the construction of a second commuter park and ride lot with a capacity of 255 parking spaces located in the southeast quadrant of the proposed interchange.

Final Completion Date July 31, 2020

ASD PROCUREMENT

FBJT-090-100, C501

Surry County

The purpose of this project is to replace the Jamestown-Scotland Ferry fleet's oldest vessel, The Virginia, with a new 70-vehicle, 499 passenger capacity ferry boat.

The Jamestown-Scotland Ferry provides vehicle and pedestrian ferry services across the James River; providing a transportation link between James City County at Glasshouse Point and Surry County at Scotland Wharf. The crossing is 2.4 miles long and has an ADT of 2,600 vehicles with peaks of up to 4,400 vehicles per day on summer weekends. The ferry provides the only direct access across the river for rural Surry County residents seeking medical, shopping, and entertainment venues within James City County and Williamsburg. In addition, it provides an economical, efficient and critical link between southern Virginia/North Carolina and employment centers, historical sites and theme parks on the Virginia Peninsula. Utilizing alternative river crossings, such as the James River Bridge and the Benjamin Harrison Bridge, would involve 65-mile long detours on two lane primary roads. Williamsburg Area Transit buses also use the ferry to link service between Surry County and James City County/Williamsburg. Traffic demand for the ferry service grew annually from 1999 through 2007 and has neared and/or exceeded one million vehicles per year since 2004.

The Jamestown-Scotland Ferry System currently has four (4) ferry boats. The Pocahontas is the fleet's newest ferry, built in 1995, with a capacity of seventy (70) vehicles. The Williamsburg, built in 1983, and The Surry, built in 1979, both have capacities of fifty (50) vehicles. The new ferry boat will replace the fleet's oldest ferry, The Virginia, built in 1936. The Virginia was designed for 1930's era vehicles and has lanes which are 1-ft narrower than modern ferries. While each of the other three boats has a 28 ton weight limit, The Virginia has a limit of only 12 tons and only has the capacity to carry twenty-five (25) vehicles. When The Virginia is used or The Pocahontas (largest vessel) is out of service due to maintenance, long lines can result with waits of an hour or more due to the loss of capacity. Due to capacity loss, The Virginia is only used as a last resort, increasing wear on the other three vessels.

Fixed Completion Date: April 3, 2018

BALLOT THRESHOLD REPORT

Letting Date: 9/28/2016

AWARD/EXECUTED

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
K16	98806, 103763	LOCATION: VARIOUS	J. SANDERS CONSTRUCTION CO.	1	\$4,123,464.50	\$1,803,477.47
	(NFO)0017-036-577,M501		WEST POINT			
	CM-5A03(727); STP-TS06 (247)	GLOUCESTER	VA			
	Construction Funds	FREDERICKSBURG DISTRICT				
		RTE. 17 ON CALL SIGNAL-MULTIPLE LOCATIONS				
K70	109079, 109145	LOCATION: VARIOUS	FRANCIS O. DAY CO., INC.	5	\$4,865,343.02	\$6,176,498.81
	(NFO)PM9L-96A-F17, N501		ROCKVILLE			
	NHPP-PM09(350)	LOUDOUN	MD			
	Maintenance Funds	NORTHERN VIRGINIA DISTRICT				
		SGR: PLANT MIX				
U18	109393	LOCATION: VARIOUS	LONG FENCE COMPANY, INC.	2	\$2,401,280.35	\$2,238,440.00
	GR9U-96A-16B,N501		CAPITOL HEIGHTS			
	NONE	FAIRFAX	MD			
	Maintenance Funds	NORTHERN VIRGINIA DISTRICT				
		PRIMARY SYSTEM GUARDRAIL UPGRADES				

3 Recommended for AWARD \$11,390,087.87