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.*


**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.*


**INFRASTRUCTURE INVESTMENT DIVISION:**  
*Presenting: Kimberly Pryor  
Division Director*


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:


NEW BUSINESS:

ADJOURNMENT:

# # #
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
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.

####
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.


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.
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: Darlow, Barneca, Gentry Jr., Purcelli, 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
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
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
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 discontinuation 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 discontinuation. 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 Feene
Yea: 1
Nay: 0

A Copy Teste:

Robert C. Horn, County Administrator
Exhibit B
Sketch of Proposed Road to be Discontinued
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
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  

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.
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
A GOOD GAME WITHOUT MANY POINTS

Falcon girls survive Kettle Run, 28-19

By Fred Hodge
Special to the Times

Points were scarce as the girls took to Fauquier’s Kettle Run at the Region 5A regular-season girls basketball finals. The Cougars (9-13) played for the third straight third-round game of their season before falling 31-19 in the seemingly low-scoring game.

"A lot of 8-10 was not too bad," head coach Brian Flood said. "As we've had our moments, we've been odds to come back, but Faust, who scored 25 points, was a factor with three tough games in the match. Faust is 5-9 and tallied the No. 1 seed for the Northerns District Tournament. In 1s, Kettle Run fell to 9-13 and 1-1 in the region.

After an early 1-1 lead, the Falcons were able to hold

The Falcons opened 5-12 to the late 1-0 lead, with six points of Kettle Run's 10 district contests, giving 4-9 small games.

Fauquier led 9-2 after three quarters and 15-4 after the first quarter as five points led.

Then the offense moved in for another great season for the team. Four losses in the second

Such a performance was felt for a 10-4 edge before a prolonged Fauquier dry-spell that helped the Cougars score the gap.

Kettle Run trailed 19-4 at halftime as Madison Greenhaw tossed

To secure their sectional crown, Strasburg Cougars and the No. 3 seed team to meet No. 6 Liberty Thursday in the Region 1A tournament quarterfinals in Winchester at 6 p.m.

"I was proud of my girls for creating one moment for a long time we did. We had developed into a strong team," head varsity coach Allen said. "Kettle Run coach Allen, "I lost the momentum, but that's just in me."

Flood said Kettle Run's tough victory that was to hold as the ball reached the upper end of the field.

Paul Shelly moved in on a 3-pointer for the top of the knox, and Midland Edwards made a 3-pointer for a lead-up with two seconds on the clock.

"We won't let a game we did," Flood said. "They know how to do it." Kettle Run's student section

"We did not let one game we did," Flood said. "They know how to do it."

Flood cited multiple instances of poor ball distribution and passing during the scoring flurry.

"They've been a season for us," he said. "They will continue to play these situations, so we have to learn how to react to them."

"I don't want to take anything away from Kettle Run and thank them for defense," Flood said.

"We'll be ready for it at half-time," Kettle Run coach Allen said. "We have a strong defensive team."

Fauquier finished 10th in the region, but the Cougars will have to get the ball to the outside for the win.

The Falcons were 3rd in the region, but the Cougars will have to get the ball to the outside for the win.

"The thing is we were able to put a run on it," Flood said. "That's always good."

Flood wanted.

The 19 points were the Cougars' 19th win of the season, and the victory was their first since the region in the fall.

Fauquier's 20 points is the second highest of the season, with 39. The Falcon was 10 points higher.

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Fauquier's 20 points is the second highest of the season, with 39. The Falcon was 10 points higher.

LEGAL NOTICES

VDOT

The Virginia Department of Transportation (VDOT) hereby gives formal notice of its intention to abandon the entire length of Route 87 (Belmont Lane) in Fauquier County, from its intersection with Route 55 (Shenandoah) to the west, with most of the intersection. The proposed abandonment of Sections 0.7 mile to the east and 0.71 mile to the west shall be pursuant to the Code of Virginia, §34-463, at the request of the adjacent landowner for the purpose of conveying the right of way to the requestor.

VDOT will hold a public hearing to consider the abandonment in the presence of the public at 7:00 PM at the Board of Supervisors, Warrenton, Shenandoah, 407 East Shirley Avenue, Warrenton, VA 20186, on or before March 6, 2020.

Additional information about the proposed abandonment is available at VDOT's Warren County Office, 407 East Shirley Avenue, Warrenton, VA 20186. Please call ahead at (540) 367-9441, TVTTY 711, to reserve the availability of appropriate assistance to persons with disabilities. For limited English proficiency, contact VDOT's Civil Rights Division at 800-FOR-ROADS (800-367-7653) or TVTTY 711.
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
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 2 of 3

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
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, C501, 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.
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.
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: [Signature]  Date 2-18-2020

Enclosure
Exhibits
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 DeTunecq
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,

[Signature]

Barton A. Thrasher, P.E.
Chief Engineer
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
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,

[Signature]

Michael T. Smith
Deputy County Administrator
Minutes of the Meeting of the State Highway Commission of Virginia, held in Richmond, October 6, 1938

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 6, 1938. The following members were present: Messrs. E. P. Barrow, S. S. Flythe, S. D. May, Burgesses E. Nelson, W. A. Wright and J. A. Anderson.

The meeting was called to order by the Chairman.

The Chairman read a letter from Mr. Howard C. 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 1937-15, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of $102,569.60, that 10% additional be set aside to cover the cost of engineering and additional work and $1,064.41 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 1927-24, Route 600, S. End of Bridge over Clayhock Hill Creek-0.394 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Eubanks Brothers, Inc., Staunton, Va., at the bid of $27,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately $29,650.00 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 1936-10, Routes 601, 840, 0.11 Mile E. of W. Int. Route 601, (S. of Pleasure)-Franklin County Line, Floyd County, to the low bidder, D. E. Nolle Construction Co., Rocky Mount, Va., at the bid of $27,035.70, that 10% additional be set aside to cover the cost of engineering and additional work and $1,229.50 for work by State Forces (not included in contract), making a total of approximately $31,260.00 chargeable to this project; to be financed with $71,560.00 State and $70,520.00 Federal Funds. Motion carried.
Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 55-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Warwick for payment at the base rate of $300 per mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of $300 Per Mile annually be made to the City of Warwick on additional streets totaling 11.30 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 55-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of $300 per mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of $300 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.53 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 55-115.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of $300 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of $300 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.244 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 Articles 8, Chapter 1, Title 35, 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.
Notes
LIMITED ACCESS CONTROL MODIFICATIONS
APPROVED BY THE COMMONWEALTH
TRANSPORTATION BOARD BY RESOLUTION
DATED October 4, 1956

Disclaimer
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.

Legend
- Existing R/W
- Existing Right of Way
- Existing Limited Access Line
- Prop. R/W
- Prop. Limited Access Line
- Gateway Blvd

Project Location
City Of Fredericksburg
Stafford County

Scale
0 100' 200'

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

**Disclaimer**

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.

**Legend**

- **Prop. R/W** and L/A Line
- **Exist. R/W & Limited Access Line**
- **Exist. Limited Access Line**
- **Exist. Right of Way**
- **Prop. R/W & Limited Access Line**
- **Prop. R/W**
- **Prop. Limited Access Line**

**Project Location**

City Of Fredericksburg
Stafford County

**Scale**

0 100' 200'
LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED October 4, 1956

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

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

Disclaimer
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Legend
- Prop. R/W & Limited Access Line
- Prop. R/W
- Prop. Limited Access Line
- Exist. R/W & Limited Access Line
- Exist. Right of Way
- Exist. Limited Access Line
- North Arrow and Scale

Project Location
City Of Fredericksburg
Stafford County

INTERSTATE 95
RAPPAHANNOCK RIVER CROSSING
NORTHBOUND

PAGE 12 OF 12
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Points shown in italics are subject to final design by the design builder.
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
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
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 PM2.5. 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
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.
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.

####
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
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 PM2.5. 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 policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code.

Recommendations: It is recommended, pursuant to §33.2-401 of the Code of Virginia, and Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code, that the 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
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.
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.
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
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 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 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
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,

Dennis M. Leach, Director
Division of Transportation

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

[Signature]
Dennis M. Leach, Director
Division of Transportation

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

WHEREAS, in connection with Route 236, 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 9000-100-101, BW-301, 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 1.556 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 than for the use 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. McCaig, 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 said 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 above described 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 roads 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 Shirlington 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 metes and bounds description of said right of way, including in such metes 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. Murray 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.
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Limited Access Control Point Stations and Offsets Table
(ANCSE; FHWA-EFLHD DAR)
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
NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves the deallocation of funding from the project as indicated herein below:

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<tr>
<th>County of Montgomery Revenue Sharing Allocation fiscal years</th>
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<th>Project Number (UPC)</th>
<th>Project Scope/Description</th>
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<td>$13,074,249</td>
<td>108871</td>
<td>Construct new 2-lane road to connect Prices Fork Road to Southgate Drive</td>
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####
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 reallocated 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
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
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
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

[Signature]
Chairman
Board of Supervisors
Westmoreland County

ATTEST:

[Signature]
Norm Risavi, Clerk
Board of Supervisors
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
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
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
concerns 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
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 feet, 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 $500,000.
  - 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,

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
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
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.

####
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

<table>
<thead>
<tr>
<th>Row</th>
<th>UPC</th>
<th>District</th>
<th>Jurisdiction</th>
<th>Route</th>
<th>Project Description</th>
<th>Total Cost</th>
<th>Total Allocation</th>
<th>Balance</th>
<th>Major Fund Source</th>
<th>Fully Funded</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>117033</td>
<td>Hampton</td>
<td>Portsmouth</td>
<td>264</td>
<td>ERC I-264 Noise Barriers</td>
<td>$ 23,398,069</td>
<td>$ 23,398,069</td>
<td>$0</td>
<td>MAP-21 NHPP, Interstate NHS, CPR Bonds</td>
<td>Yes</td>
</tr>
<tr>
<td>NA</td>
<td>116819</td>
<td>Northern Virginia</td>
<td>Fairfax County</td>
<td>-</td>
<td>VDOT Oversight - Ft. Belvoir &amp; JB Meyer &amp; Henderson Hall</td>
<td>$ 98,000</td>
<td>$ 98,000</td>
<td>$0</td>
<td>Accounts Receivable</td>
<td>Yes</td>
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<td>12</td>
<td>117220</td>
<td>Statewide</td>
<td>Statewide</td>
<td>81</td>
<td>FY21 ITTF I-81 Operational Improvements</td>
<td>$ 10,000,000</td>
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<td>$0</td>
<td>ITTF</td>
<td>Yes</td>
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<tr>
<td>NA</td>
<td>-24371</td>
<td>Staunton</td>
<td>District-wide</td>
<td>9999</td>
<td>#81 CIP DETOUR IMPROVEMENTS - EXIT 240 AND EXIT 323</td>
<td>$ 1,800,000</td>
<td>$ 1,800,000</td>
<td>$0</td>
<td>I-81 Corridor Funds</td>
<td>Yes</td>
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<tr>
<td>NA</td>
<td>-24366</td>
<td>Staunton</td>
<td>Rockbridge County</td>
<td>11</td>
<td>I-81 detour three intersection improvements - Route 11</td>
<td>$ 200,000</td>
<td>$ 200,000</td>
<td>$0</td>
<td>I-81 Corridor Funds</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Total</strong></td>
<td><strong>35,496,069</strong></td>
<td><strong>$0</strong></td>
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May 2020
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>
<thead>
<tr>
<th>Total Cost Estimate</th>
<th>Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$5 million</td>
<td>up to a 20% increase in total allocations</td>
</tr>
<tr>
<td>$5 million to $10 million</td>
<td>up to a $1 million increase in total allocations</td>
</tr>
<tr>
<td>&gt;$10 million</td>
<td>up to a 10% increase in total allocations up to a maximum of $5 million increase in total allocations</td>
</tr>
</tbody>
</table>
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:

<table>
<thead>
<tr>
<th>Total Cost Estimate</th>
<th>Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$5 million</td>
<td>up to a 20% increase in total allocations</td>
</tr>
<tr>
<td>$5 million to $10 million</td>
<td>up to a $1 million increase in total allocations</td>
</tr>
<tr>
<td>&gt;$10 million</td>
<td>up to a 10% increase in total allocations up to a maximum of $5 million increase in total allocations</td>
</tr>
</tbody>
</table>

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
<table>
<thead>
<tr>
<th>Row</th>
<th>Donor District</th>
<th>Donor Description</th>
<th>Donor UPC</th>
<th>Recipient District</th>
<th>Recipient Description</th>
<th>Recipient UPC</th>
<th>Fund Source</th>
<th>Transfer Amount</th>
<th>Total Allocation</th>
<th>Total Estimate</th>
<th>Transfer Percent</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Statewide</td>
<td>STATEWIDE SYIP UPDATE BALANCE ENTRY</td>
<td>71179</td>
<td>Bristol</td>
<td>RTE 58 – PARALLEL LN-CORRIDOR (RHEA VALLEY)</td>
<td>16382</td>
<td>Route 58 Bond Proceeds (CNB581)</td>
<td>$5,639,338</td>
<td>$54,446,338</td>
<td>$54,446,338</td>
<td>10.4%</td>
<td>Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.</td>
</tr>
<tr>
<td>2</td>
<td>Statewide</td>
<td>STATEWIDE HIGHWAY SAFETY BALANCE ENTRY</td>
<td>70700</td>
<td>Bristol</td>
<td>West Jackson Street Sidewalk Improvements</td>
<td>110878</td>
<td>HSIP - Bike &amp; Pedestrian (CNF053), HSIP - State Match (CN5251)</td>
<td>$37,390</td>
<td>$124,140</td>
<td>$124,140</td>
<td>30.1%</td>
<td>Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a scheduled project.</td>
</tr>
<tr>
<td>3</td>
<td>Bristol</td>
<td>US 58 Rumble Strips - Lee County, Virginia Creeper Trail Signing - Washington &amp; Grayson Co., Wise Primary School Pedestrian Safety Project</td>
<td>106513, 111684, 112709</td>
<td>Bristol</td>
<td>State Route 72 Scott County Rumble Strips</td>
<td>113892</td>
<td>Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)</td>
<td>$130,004</td>
<td>$233,560</td>
<td>$233,560</td>
<td>55.7%</td>
<td>Transfer of surplus funds recommended by District and Traffic Engineering Division from completed and underway projects to fund an underway project.</td>
</tr>
<tr>
<td>4</td>
<td>Fredericksburg</td>
<td>HARRISON ROAD PEDESTRIAN IMPROVEMENTS</td>
<td>114729</td>
<td>Fredericksburg</td>
<td>SIGNALIZED CROSSWALKS AT RT 1 BETWEEN MILLS DR AND RT 17</td>
<td>114718</td>
<td>Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)</td>
<td>$58,911</td>
<td>$281,396</td>
<td>$281,396</td>
<td>20.9%</td>
<td>Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a scheduled project.</td>
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<tr>
<td>5</td>
<td>Fredericksburg</td>
<td>Lafayette Boulevard/Kenmore Avenue Roundabout</td>
<td>100439</td>
<td>Fredericksburg</td>
<td>#SMART20 LAFAYETTE BLVD/KENMORE AVE/CHARLES ST ROUNDABOUTS</td>
<td>115123</td>
<td>All (CN5406), CMAQ - Fredericksburg (CNF214), CMAQ Match : Fredericksburg (CS5MA1), RSTP : Fredericksburg (CF2MA0), RSTP Match : Fredericksburg (CS2MA1)</td>
<td>$3,821,174</td>
<td>$5,800,000</td>
<td>$5,800,000</td>
<td>65.9%</td>
<td>Transfer of surplus funds recommended by District and MPO from a cancelled project to fund a scheduled project.</td>
</tr>
<tr>
<td>6</td>
<td>Hampton Roads</td>
<td>RTE 58 - PPTA PROJECT DEV. &amp; 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. &amp; MGMT. OVERSIGHT DT/MT/MLK</td>
<td>76642, 105500, 103459, 103458, 97175</td>
<td>Hampton Roads</td>
<td>ERC I-264 Noise Barriers</td>
<td>117033</td>
<td>MAP-21 NHPP Federal (CF1100), MAP-21 NHPP Soft Match (CF1101), Interstate NHS Federal (CNF231), Interstate NHS Soft Match (CNF831), CPR Bonds (CNB267)</td>
<td>$23,398,069</td>
<td>$23,398,069</td>
<td>$23,398,069</td>
<td>100.0%</td>
<td>Transfer of surplus funds recommended by District from completed and canceled projects to fund a scheduled project.</td>
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<tr>
<td>7</td>
<td>Hampton Roads</td>
<td>HAMPTON ROADS MPO CMAQ BALANCE ENTRY</td>
<td>70714</td>
<td>Hampton Roads</td>
<td>Green Operator Truck Replacement</td>
<td>103928</td>
<td>CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)</td>
<td>$1,999,999</td>
<td>$5,042,248</td>
<td>$5,042,249</td>
<td>39.7%</td>
<td>Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund a scheduled project.</td>
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<tr>
<td>8</td>
<td>Statewide</td>
<td>I-95 FRED EX SYIP BALANCE ENTRY</td>
<td>T23133</td>
<td>Northern Virginia</td>
<td>I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294</td>
<td>115999</td>
<td>Concession Funds (CSC212)</td>
<td>$4,500,001</td>
<td>$36,616,786</td>
<td>$32,000,001</td>
<td>12.3%</td>
<td>Transfer of surplus funds recommended by District and Financial Planning Division from the FedEx Balance Entry line item to fund a scheduled project.</td>
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<td>Row</td>
<td>Donor District</td>
<td>Donor Description</td>
<td>Donor UPC</td>
<td>Recipient District</td>
<td>Recipient Description</td>
<td>Recipient UPC</td>
<td>Fund Source</td>
<td>Transfer Amount</td>
<td>Total Allocation</td>
<td>Total Estimate</td>
<td>Transfer Percent</td>
<td>Comments</td>
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<tr>
<td>9</td>
<td>Statewide</td>
<td>STATEWIDE SYIP UPDATE BALANCE ENTRY</td>
<td>T1179</td>
<td>Richmond</td>
<td>INSTALL SCOUR PROTECTION TO BRIDGES IN THE RICHMOND DISTRICT</td>
<td>111278</td>
<td>CTB Formula - Bridge State (CS0110)</td>
<td>$400,000</td>
<td>$1,900,001</td>
<td>$1,900,000</td>
<td>21.1%</td>
<td>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.</td>
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<td>10</td>
<td>Statewide</td>
<td>STATEWIDE SYIP UPDATE BALANCE ENTRY</td>
<td>T1179</td>
<td>Richmond</td>
<td>REPLACE SUPERSTRUCTURE RTE 60</td>
<td>113371</td>
<td>CTB Formula - Bridge State (CS0110)</td>
<td>$1,350,000</td>
<td>$2,850,000</td>
<td>$2,850,000</td>
<td>47.4%</td>
<td>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.</td>
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<td>11</td>
<td>Statewide</td>
<td>#I95CIP Corridor Tech Improvements Program UPC</td>
<td>116661</td>
<td>Statewide</td>
<td>#I95CIP PROJECT REFINEMENT</td>
<td>116597</td>
<td>I-95 Corridor Funds - State (CS9195)</td>
<td>$400,000</td>
<td>$1,400,000</td>
<td>$1,400,000</td>
<td>28.6%</td>
<td>Transfer of surplus funds recommended by District and Operations Division from a scheduled project to fund a scheduled project.</td>
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<td>Donor Description</td>
<td>Donor UPC</td>
<td>Recipient District</td>
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<td>Recipient UPC</td>
<td>Fund Source</td>
<td>Transfer Amount</td>
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<td>Total Estimate</td>
<td>Transfer Percent</td>
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<td>A</td>
<td>Bristol</td>
<td>Route S8 Grayson Co Shoulder &amp; Rumble Strips</td>
<td>107123</td>
<td>Bristol</td>
<td>Route 80 Shoulder Initiative</td>
<td>109922</td>
<td>Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)</td>
<td>$ 80,394</td>
<td>$ 1,745,394</td>
<td>$ 1,745,394</td>
<td>4.6%</td>
<td>Transfer of surplus fund recommended by District and Traffic Engineering Division from a completed project to fund a scheduled project.</td>
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<td>B</td>
<td>Bristol</td>
<td>Wise Primary School Pedestrian Safety Project</td>
<td>112709</td>
<td>Bristol</td>
<td>I-81 Exit 32 - Improve Super elevation NB &amp; SB</td>
<td>113847</td>
<td>Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)</td>
<td>$ 303</td>
<td>$ 1,315,499</td>
<td>$ 1,315,499</td>
<td>1.0%</td>
<td>Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to fund an underway project.</td>
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<tr>
<td>C</td>
<td>Culpeper</td>
<td>SHOULDER WIDENING AND RUMBLE STRIPS - FAULQUIER COUNTY</td>
<td>114188</td>
<td>Culpeper</td>
<td>ROUTE 29 AND WOODBROOK INTERSECTION MODIFICATION</td>
<td>114299</td>
<td>Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)</td>
<td>$ 23,791</td>
<td>$ 424,317</td>
<td>$ 424,317</td>
<td>5.6%</td>
<td>Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a completed project.</td>
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<tr>
<td>D</td>
<td>Statewide</td>
<td>STATEWIDE HIGHWAY SAFETY BALANCE ENTRY</td>
<td>70700</td>
<td>Fredericksburg</td>
<td>DOWNTOWN FREDERICKSBURG PEDESTRIAN IMPROVEMENTS</td>
<td>111804</td>
<td>Open Container Funds - Statewide (CNF221)</td>
<td>$ 40,400</td>
<td>$ 2,590,400</td>
<td>$ 2,550,000</td>
<td>1.6%</td>
<td>Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund scheduled project.</td>
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<tr>
<td>E</td>
<td>Statewide</td>
<td>FERRY BOAT PROGRAM</td>
<td>110839</td>
<td>Hampton Roads</td>
<td>Replace Ferry Boat Pocahontas Engines and Drive Systems</td>
<td>105456</td>
<td>Ferry Boat - Federal (CNF223), Ferry Boat - Softmatch (CNF823)</td>
<td>$ 51,600</td>
<td>$ 952,875</td>
<td>$ 952,875</td>
<td>5.4%</td>
<td>Transfer of surplus funds recommended by District from the Statewide Ferry Boat Balance Entry line item to fund an underway project.</td>
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<td>F</td>
<td>Statewide</td>
<td>STATEWIDE SYIP UPDATE BALANCE ENTRY</td>
<td>11179</td>
<td>Lynchburg</td>
<td>RTE 29 SBL &amp; NBL - BR &amp; APPR OVER NS RR FED ID 20579 &amp; 20580</td>
<td>104599</td>
<td>CTB Formula - Bridge State (CS0110)</td>
<td>$ 30,670</td>
<td>$ 15,983,296</td>
<td>$ 15,983,296</td>
<td>0.2%</td>
<td>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.</td>
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<tr>
<td>G</td>
<td>Northern Virginia</td>
<td>NORTHERN VIRGINIA (NOVA) REGIONAL STP (RSTP) BALANCE ENTRY</td>
<td>70717</td>
<td>Northern Virginia</td>
<td>#H82.FY17 WIDEN ROUTE 1 TO SIX LANES</td>
<td>104303</td>
<td>NOVA HIP &gt; 200k Federal (CFM190), NOVA HIP &gt; 200k Soft Match (CFM191)</td>
<td>$ 3,377,468</td>
<td>$ 88,061,934</td>
<td>$ 88,171,698</td>
<td>3.8%</td>
<td>Transfer of surplus funds recommended by District from the District RSTP Balance Entry line item to fund a scheduled project.</td>
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<td>H</td>
<td>Northern Virginia</td>
<td>4SGR LEESBURG PIKE OVER SUGARLAND RUN - FED ID 6235</td>
<td>111678</td>
<td>Northern Virginia</td>
<td>4SGR Major Bridge Rehab at Rte 7/King St over I-395</td>
<td>104406</td>
<td>4SGR Bridge State (SSB700)</td>
<td>$ 511,309</td>
<td>$ 13,472,757</td>
<td>$ 13,472,757</td>
<td>3.8%</td>
<td>Transfer of surplus funds recommended by District from a scheduled project to fund an underway project.</td>
</tr>
<tr>
<td>I</td>
<td>Northern Virginia</td>
<td>I-66 OUTSIDE THE BELTWAY - CONCESSION FUND</td>
<td>113599</td>
<td>Northern Virginia</td>
<td>#SMART18 - ROUTE 29 WIDENING - PH II</td>
<td>110329</td>
<td>Concession Funds (CSC210)</td>
<td>$ 3,366,819</td>
<td>$ 85,874,707</td>
<td>$ 85,874,707</td>
<td>3.9%</td>
<td>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.</td>
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<tr>
<td>J</td>
<td>Statewide</td>
<td>STATEWIDE SYIP UPDATE BALANCE ENTRY</td>
<td>11179</td>
<td>Richmond</td>
<td>ROUTE 1 - ADD ADDITIONAL 58 LANES AND INSTALL SIDEWALK</td>
<td>87761</td>
<td>Bond Proceeds - Capital Projects Revenue (CNB267)</td>
<td>$ 437,310</td>
<td>$ 3,235,421</td>
<td>$ 3,235,421</td>
<td>13.5%</td>
<td>Transfer of surplus funds recommended by District and Financial Planning Division from the Statewide SYIP Balance Entry line item to fund a completed project.</td>
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<tr>
<td>K</td>
<td>Salem</td>
<td>#H82.FY17 HIGHWAY CONST DISTRICT GRANT PRGM - SALEM</td>
<td>115990</td>
<td>Salem</td>
<td>#H82.FY17 Lila Dr / Rte 115 intersection Safety improvements</td>
<td>108905</td>
<td>OGP - State (GS0100)</td>
<td>$ 126,925</td>
<td>$ 1,396,321</td>
<td>$ 1,396,321</td>
<td>9.1%</td>
<td>Transfer of surplus funds from the District OGP Balance Entry line item to fund a scheduled project.</td>
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<tr>
<td>Row</td>
<td>Donor District</td>
<td>Donor Description</td>
<td>Donor UPC</td>
<td>Recipient District</td>
<td>Recipient Description</td>
<td>Recipient UPC</td>
<td>Fund Source</td>
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<tr>
<td>1</td>
<td>Statewide</td>
<td>STATEWIDE HIGHWAY SAFETY BALANCE ENTRY</td>
<td>70700</td>
<td>Staunton</td>
<td>Blue Ridge Road Path Phase 2B - Glasgow</td>
<td>113333</td>
<td>Open Container Funds - Statewide (CNF221)</td>
<td>$27,600</td>
<td>$284,609</td>
<td>$284,609</td>
<td>9.7%</td>
<td>Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund scheduled project.</td>
</tr>
</tbody>
</table>
RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD
May 20, 2020

MOTION

Made By: Se conded 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
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:**

<table>
<thead>
<tr>
<th>Name</th>
<th>Price</th>
<th>Combined Score</th>
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<td>Wagman Heavy Civil, Inc.</td>
<td>$107,457,777.77</td>
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<tr>
<td>Shirley Contracting Co</td>
<td>$106,483,360.05</td>
<td>89.80</td>
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<tr>
<td>Branch Flatiron JV</td>
<td>$217,500,000.00</td>
<td>51.97</td>
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# AWARD

## ARTERIAL

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<th>Order No.</th>
<th>UPC No.</th>
<th>Project No.</th>
<th>Location and Work Type</th>
<th>Vendor Name</th>
<th>No Of Bidders</th>
<th>Bid Amount</th>
<th>Estimated Construction Cost.</th>
<th>EE Range</th>
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<td>B66</td>
<td>18003</td>
<td></td>
<td>FROM: 0.131 MI WEST OF STICKLEY DRIVE</td>
<td>GENERAL EXCAVATION, INC.</td>
<td>2</td>
<td>$18,176,369.00</td>
<td>$19,622,284.54</td>
<td>Exceeds</td>
</tr>
<tr>
<td>0277-034-103, C501</td>
<td>TO: 0.115 MI. EAST OF DOUBLE CHURCH ROAD</td>
<td>WARRENTON</td>
<td></td>
<td></td>
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<tr>
<td>STP-5138(172)</td>
<td>FREDERICK</td>
<td>VA</td>
<td></td>
<td></td>
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<tr>
<td>Construction Funds</td>
<td>STAUNTON DISTRICT</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>B76</td>
<td>104599, 111279</td>
<td></td>
<td>SMART SCALE - ROADWAY WIDENING</td>
<td>W. C. ENGLISH, INCORPORATED</td>
<td>5</td>
<td>$16,926,303.04</td>
<td>$14,321,012.34</td>
<td>Exceeds</td>
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<tr>
<td>0029-118-777, C501, C502,B622,B627</td>
<td>TO: 0.300 MILES EAST OF NS RAILROAD</td>
<td>LYNCHBURG</td>
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<td></td>
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<tr>
<td>NHPP-5118 (293),(291)</td>
<td>LYNCHBURG</td>
<td>VA</td>
<td></td>
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<tr>
<td>Construction Funds</td>
<td>LYNCHBURG DISTRICT</td>
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<tr>
<td></td>
<td>SGR* - BRIDGE &amp; APPROACH REPLACEMENTS OVER NS RAILROAD</td>
<td></td>
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2 Recommended for AWARD $35,102,672.04
<table>
<thead>
<tr>
<th>Order No.</th>
<th>UPC No. Project No.</th>
<th>Location and Work Type</th>
<th>Vendor Name</th>
<th>No Of Bidders</th>
<th>Bid Amount</th>
<th>Estimated Construction Cost</th>
<th>EE Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>147</td>
<td>115015, 115016</td>
<td>LOCATION: VARIOUS</td>
<td>BIZZACK CONSTRUCTION, LLC</td>
<td>2</td>
<td>$6,126,755.68</td>
<td>$6,358,048.23</td>
<td>Within</td>
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<tr>
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<td>PM1D-961-F21, N501</td>
<td>DICKENSON</td>
<td>LEXINGTON</td>
<td></td>
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<tr>
<td></td>
<td>PM01(339)</td>
<td>WISE</td>
<td>KY</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Maintenance Funds</td>
<td>BRISTOL DISTRICT</td>
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<tr>
<td>148</td>
<td>115018, 115019, 115020</td>
<td>LOCATION: VARIOUS</td>
<td>W-L CONSTRUCTION &amp; PAVING, INC.</td>
<td>2</td>
<td>$5,262,460.09</td>
<td>$5,157,929.32</td>
<td>Within</td>
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<tr>
<td></td>
<td>PM1E-961-F21,N501</td>
<td>BUCHANAN, RUSSELL</td>
<td>CHILHOWIE</td>
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<td></td>
<td>PM01(339)</td>
<td>TAZEWELL</td>
<td>VA</td>
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<td></td>
<td>Maintenance Funds</td>
<td>BRISTOL DISTRICT</td>
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2  Recommended for AWARD  $11,389,215.77
### AWARD

#### INTERSTATE

<table>
<thead>
<tr>
<th>Order No.</th>
<th>UPC No. Project No.</th>
<th>Location and Work Type</th>
<th>Vendor Name</th>
<th>No Of Bidders</th>
<th>Bid Amount</th>
<th>Estimated Construction Cost.</th>
<th>EE Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>C34</td>
<td>115256</td>
<td>FROM: 0.14 MI. N. MM 48.6</td>
<td>ALLAN MYERS VA, INC.</td>
<td>3</td>
<td>$7,073,777.00</td>
<td>$7,711,188.04</td>
<td>Within</td>
</tr>
<tr>
<td></td>
<td>PM41-026-P20,P401</td>
<td>TO: 0.1 MI. N. MM 55.4</td>
<td>GLEN ALLEN</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>PM04-(498)</td>
<td>DINWIDDIE</td>
<td>VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintenance Funds</td>
<td></td>
<td>RICHMOND DISTRICT</td>
<td>PAVEMENT REHABILITATION</td>
<td></td>
<td></td>
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<td></td>
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</tbody>
</table>

1. Recommended for AWARD $7,711,188.04
# BID RESULTS FOR THE CTB

May 20, 2020

**DESIGN BUILD PROJECT**

<table>
<thead>
<tr>
<th>UPC No. &amp; Project No.</th>
<th>Location and Work Type</th>
<th>RECOMMENDATION</th>
<th>Contractor</th>
<th>Number of Bids</th>
<th>Bid Amount</th>
<th>Estimated Construction Cost</th>
<th>EE Estimate Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>105510, 113936</td>
<td>I-95 Northbound Rappahannock River Crossing</td>
<td>AWARD</td>
<td>Wagman Heavy Civil, Inc. 3209 N. Susquehanna Trail York, PA 17406-9754</td>
<td>3</td>
<td>$107,457,777.77</td>
<td>$107,675,107.00</td>
<td>Bid Amount lower than EE Range</td>
</tr>
<tr>
<td>0095-111-270, P101, R201, C501;</td>
<td>Design, ROW, Construction &amp; QA/QC</td>
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</tbody>
</table>

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.

**Recommended for Award: $107,457,777.77**
WE NEED YOUR HELP—Please give us your feedback regarding how meetings using electronic communications technology compare to traditional meetings where everyone is present in the same room at the same time.

1. Name of the public body holding the meeting: ______________________________________________  

2. Date of the meeting: ____________________________________________________________________  

3. What are your overall thoughts or comments about this meeting? __________________________________
__________________________________________________________________________________________

4. Where did you attend this meeting -- main meeting location OR from a remote location? (circle one)

5. Technology used for the meeting (audio only or audio/visual, devices and/or software used--please be as specific as possible--for example, speakerphone, iPad, Skype, WebEx, Telepresence, etc.):
________________________________________________________________________________________

6. Were you able to hear everyone who spoke at the meeting (members of the body and members of the public)?

   Poor 1 2 3 4  Excellent 5

   COMMENT____________________________________

7. How easy was it for you to obtain agenda materials for this meeting?

   Easy 1 2 3 4  Difficult 5

   COMMENT____________________________________

8. Could you hear/understand what the speakers said or did static, interruption, or any other technological problems interfere?

   Easy 1 2 3 4  Difficult 5

   COMMENT____________________________________

9. If the meeting used audio/visual technology, were you able to see all of the people who spoke?

   Poorly 1 2 3 4  Clearly 5

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

<table>
<thead>
<tr>
<th></th>
<th>Poorly</th>
<th>Clearly</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

COMMENT_______________________________________________

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

<table>
<thead>
<tr>
<th></th>
<th>Less</th>
<th>More</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

COMMENT_______________________________________________

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

With the other members present:

<table>
<thead>
<tr>
<th>Very Different</th>
<th>No Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

With members participating from other locations:

<table>
<thead>
<tr>
<th>Very Different</th>
<th>No Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

With the public:

<table>
<thead>
<tr>
<th>Very Different</th>
<th>No Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

COMMENT_______________________________________________

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

<table>
<thead>
<tr>
<th>Hindered</th>
<th>Helped</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

COMMENT_______________________________________________

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

<table>
<thead>
<tr>
<th>Poor</th>
<th>Excellent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

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