



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

The George Washington Hotel
A Wyndham Grand Hotel
103 East Piccadilly St
Winchester, VA 22601
Grand Ballroom

September 19, 2012

8:30 a.m. or upon adjournment of the September 19, 2012 Workshop Meeting.

Public Comments:

Approval of Minutes July 18, 2012

LOCAL ASSISTANCE DIVISION:

***Presenting: Jennifer DeBruhl
Division Administrator***

1. Action on Airport Access to Grundy Municipal Airport Access, Specifically:

Bristol District
Buchanan County
Project No.: 0718-013-816, N501

2. Action on Recreational Access to Highland County Park

Staunton District
Highland County
Project No.: RECR-045-722 N501

ENVIRONMENTAL DIVISION:

Presenting: Richard Walton
Chief, Policy and Environment

3. Action on Relocation of Route 501 Bridge in the Bedford and Amherst County Area Located in the Salem and Lynchburg Districts.

PROGRAMMING DIVISION:

Presenting: Reta Busher
Chief of Planning and Programming

4. Action on Addition of Various Projects to the Six-Year Improvement Program for Fiscal Years 2013-2018.
5. Action on FY13-18 Six-Year Improvement Program Transfers for June 30, 2012 through August 24, 2012.
6. Action on Utilization of Available Federal Funds and Obligation Authority.

TRANSPORTATION PLANNING:

Presenting: Reta Busher
Chief of Planning and Programming

7. Action on Virginia Department of Transportation Agreement to Provide Funding for the Development of a Multi-Use Greenway Corridor Study Adjacent to the Proposed Southeast High Speed Rail Corridor.

LIMITED ACCESS CONTROL CHANGES:

Presenting: Mal Kerley
Chief Engineer

8. Action on Limited Access Control Changes Interstate 464 and Route 337 (Poindexter Street) Interchange, City of Chesapeake, Located in the Hampton Roads District.
9. Action on Proposed Limited Access Control and Limited Access Control Changes on the I-264, Midtown Tunnel and MLK Expressway Extension Projects, City of Norfolk and City of Portsmouth, Located in the Hampton Roads District.
10. Action on Limited Access Control Change on Route 267, Fairfax County Located in the Northern Virginia District.

LOCATION AND DESIGN DIVISION:

Presenting: Mal Kerley
Chief Engineer

11. Action on Approval of Project Location and Proposed Limited Access Control Changes, Route 5, Virginia Capital Trail – Varina Phase, Henrico County, Located in the Richmond District.

SCHEDULING AND CONTRACT:

Presenting: Mal Kerley
Chief Engineer

12. Bids.

NEW BUSINESS:

ADJOURNMENT:

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 19, 2012

MOTION

Made By: Seconded By: Action:

Title: Airport Access to Grundy Municipal Airport
Project 0718-013-816, N501 (Revised), Buchanan County

WHEREAS, Section 33.1-221 of the *Code of Virginia* provides a fund to "...be expended by the Board for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to ... licensed, public-use airports;" and

WHEREAS, by resolution of February 17, 2010, the Commonwealth Transportation Board (CTB) allocated \$450,000 from the Economic Development, Airport and Rail Access Fund to construct Project 0718-013-816, N501, for adequate access to serve the planned expansion of the Grundy Municipal Airport off Route 718, southwest of the Town of Grundy, subject to certain contingencies; and

WHEREAS, Buchanan County has notified the Department that the plans for the Grundy Municipal Airport have changed and plans for expanding Grundy Municipal Airport, necessitating temporary closure of airport operations, are no longer viable; and

WHEREAS, the Buchanan County Board of Supervisors has, by appropriate resolution, revised its request for Airport Access Program funding to assist in financing the construction of adequate access to serve the Grundy Municipal Airport, southwest of the Town of Grundy, off Route 718; and

WHEREAS, Project 0718-013-816, N501, providing adequate access to Grundy Municipal Airport, has been completed; and

WHEREAS, Grundy Municipal Airport remains in operation as a licensed public-use airport; and

WHEREAS, the CTB's contingency requiring Buchanan County to provide appropriate bond or other acceptable surety upon closure of the Grundy Municipal Airport until such time as the planned airport expansion is under firm contract is no longer applicable; and

WHEREAS, it appears that Buchanan County's request, despite its original plan to temporarily close Grundy Municipal Airport and expand the facility, falls within the intent of Section 33.1-221 of the *Code of Virginia* and complies with the provisions of the CTB policy on Airport Access.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby reaffirms its approval of Project 0718-013-816, N501 and the allocation of \$450,000 (\$300,000 unmatched, \$150,000 matched) of the Economic Development, Airport and Rail Access Fund to provide adequate access to serve the Grundy Municipal Airport located off Route 718, southwest of the Town of Grundy, to construct the project contingent upon:

1. Revision of the contractual agreement between the County of Buchanan (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. design, administration, construction and maintenance of this project; and
 - b. provision of appropriate documentation, acceptable to VDOT, of eligible project costs; and
 - c. payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - d. Provision of the required matching funds, up to \$150,000, by the LOCALITY for appropriately documented eligible project costs.

####

CTB DECISION BRIEF

Airport Access Project Revision – Buchanan County Grundy Municipal Airport

Issue: Pursuant to Section 33.1-221 of the *Code of Virginia* and the Airport Access Policy of the Commonwealth Transportation Board, the Buchanan County Board of Supervisors originally requested funds from the Airport Access Program to assist in providing adequate road access for the planned expansion of facilities at Grundy Municipal Airport. However, the plans for the expanded airport facilities are no longer viable and temporary cessation of airport operations until expansion work is completed is no longer expected.

Facts: Section 33.1-221 of the *Code of Virginia* provides for the Commonwealth Transportation Board (CTB) to expend funds set aside for constructing, reconstructing, maintaining or improving access roads to licensed, public-use airports.

The original request by the Buchanan County Board of Supervisors was presented based on the proposed airport expansion. The Commonwealth Transportation Board (CTB) approved Project 0718-013-816, N501 and a \$450,000 allocation from the Economic Development, Airport and Rail Access Fund to provide adequate access for the planned airport expansion. One of the contingencies of the CTB's allocation was the provision of appropriate surety upon the closure of the airport until such time as either the airport returned to regular operation or a contract to complete the planned expansion of airport facilities was executed.

Buchanan County has completed the administration of Project 0718-013-816, N501 and has satisfied the intended purpose of providing adequate access to Grundy Municipal Airport. The Buchanan County Board of Supervisors has provided an appropriate resolution for Airport Access Program funding, revising its original request by eliminating plans for the expansion of the Grundy Municipal Airport.

Recommendations:

The Virginia Department of Transportation (VDOT) recommends that the CTB reaffirms its approval of this project and keeps available the \$450,000 (\$300,000 unmatched and \$150,000 matched) from the Economic Development, Airport and Rail Access Fund approved to assist Buchanan County in completion of the proposed realignment of Route 718. Additionally, the project should be revised to recognize the revised plans which eliminate temporary closure of the airport and expansion of the facilities, eliminating the provision of surety as required in the original approval by the CTB.

Action Required by the CTB: The *Code of Virginia* and the CTB's Airport Access Policy specifies 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 Buchanan County will proceed with the Airport Access improvement project, including revisions to the contractual agreement between the County and VDOT.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 17, 2010

MOTION

Made By: Mr. Keen **Seconded By:** Mr. Bowie

Action: Motion Carried, Unanimously

Title: Airport Access to Grundy Municipal Airport Expansion
Project 0718-013-816, N501, Buchanan County

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund to "...be expended by the Board for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to ... licensed, public-use airports; in the event there is no such establishment or airport already constructed or for which the construction is under firm contract, a county, city, or town 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 Buchanan County Board of Supervisors has, by appropriate resolution, requested Airport Access Program funding to assist in financing the construction of adequate access to serve the expansion of the Grundy Municipal Airport, southwest of the Town of Grundy, off Route 718 and said access is estimated to cost \$613,000; and

WHEREAS, upon completion of the expanded facilities, the existing airport facility is proposed to be renamed the Breaks Regional Airport; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board's (CTB) policy on Airport Access.

NOW, THEREFORE, BE IT RESOLVED, that \$450,000 (\$300,000 unmatched, \$150,000 matched) of the Economic Development, Airport and Rail Access Fund be allocated to provide adequate access to serve the Grundy Municipal Airport and its planned expansion located off Route 718, southwest of the Town of Grundy, Project 0718-013-816, N501 contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between the County of Buchanan (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. design, administration, construction and maintenance of this project; and
 - b. provision, at the time of closure of the Grundy Municipal Airport to the public, of an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before March 17, 2015 without the 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 existence of an operating licensed public-use airport served by the project. If, by February 17, 2015, the existing airport is no longer in operation and a firm contract for the reconstruction of airport facilities has not been entered into, any Economic Development, Airport and Rail Access funding expended on this project shall be returned to VDOT and any remainder of this Board's allocation shall be de-obligated from the project; or, at the discretion of this Board this surety may be extended if reconstruction of the airport is imminent. This surety may be released at an earlier date upon provision of documentation of a firm contract for construction of the new airport facility and expansion on the airport property; and
 - c. payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - d. Provision of the required \$150,000 in matching funds from the general fund of the LOCALITY.

####

At a regularly scheduled meeting of the Buchanan County Board of Supervisors held on July 9th, 2012 on a motion by Greg Adkins seconded by David A. Fuller the following resolution was adopted by a vote of 7 yeas to 0 nays:

WHEREAS, the Town of Grundy, Virginia owns and operates Grundy Municipal Airport, a licensed, public-use airport facility located off of Route 718, [name of road], in the County of Buchanan, Virginia; and

WHEREAS, the Buchanan County Board of Supervisors by resolution dated December 7, 2009 specifically identified plans for a \$21,000,000 airport facility expansion of Grundy Municipal Airport and requested that a project and Airport Access Program funding be approved to assist in providing adequate access to the expanding airport; and

WHEREAS, the Commonwealth Transportation Board, at its February 17, 2010 meeting approved Project 0718-013-816, N501 and a \$450,000 Airport Access Program allocation with contingencies based upon the planned temporary closure of the airport to accommodate the airport facility expansion; and

WHEREAS, plans for the expansion of the Grundy Municipal airport facilities have not proceeded as anticipated and as a result the original request for access to the expanding airport facility no longer accurately describes the project; and

WHEREAS, the Buchanan County Board of Supervisors wishes to revise its original request for Airport Access funds for needed improvements to Route 718, [road name], to provide adequate access to Grundy Municipal Airport as intended under the Airport Access Program; and

WHEREAS, the County of Buchanan administered and completed Project 0718-013-816, N501 and has complied with all requirements necessary to allow reimbursement for eligible costs under the Airport Access Program; and

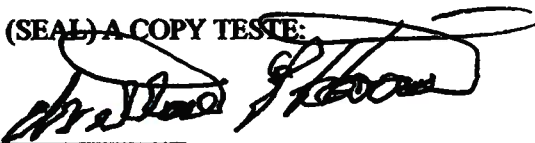
WHEREAS, the County of Buchanan hereby guarantees that all ineligible project costs were provided from sources other than those administered by the Virginia Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED THAT: The Buchanan County Board of Supervisors hereby modifies its original request for Airport Access funds as intended to access the planned expansion of the Grundy Municipal Airport; and

BE IT FURTHER RESOLVED THAT: The Buchanan County Board of Supervisors hereby reiterates its request that the Commonwealth Transportation Board provide Airport Access Program funding for improvements to Route 718, Airport Road, for adequate road access to Grundy Municipal Airport; and

BE IT FURTHER RESOLVED THAT: The Buchanan County Board of Supervisors hereby agrees that the new road so constructed will be added to and become a part of the secondary system of state highways.

(SEAL) A COPY TESTE:



Chairperson



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 19, 2012

MOTION

Made By: Seconded By: Action:

**Title: Recreational Access to Highland County Park
Project RECR-045-722 N501, Highland County**

WHEREAS, Section 33.1-223 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 for public recreational areas and historical sites be provided..." and sets aside highway funds for such purpose, "... when the Director of the Department of Conservation and Recreation has designated a public recreational area as such ... and recommends to the Commonwealth Transportation Board that an access road or bikeway be provided or maintained to that area"; and

WHEREAS, the Director of the Department of Conservation and Recreation (DCR) and the Commonwealth Transportation Board (CTB) have adopted a joint policy to govern the use of the Recreational Access Fund pursuant to Section 33.1-223 of the *Code of Virginia*; and

WHEREAS, the Highland County Board of Supervisors has, by appropriate resolution, requested Recreational Access funds to provide adequate public access to serve new and proposed Highland County Park facilities located off of U.S. Highway 220, within the Town of Monterey, and said access is estimated to cost \$245,000; and

WHEREAS, this request is under consideration by the Director of DCR for full compliance with the provisions of Section 33.1-223 of the *Code of Virginia*; and

WHEREAS, it is anticipated that the Director of DCR will recommend the construction of the aforementioned access road.

NOW, THEREFORE, BE IT RESOLVED, that from the Recreational Access Fund \$245,000 be allocated to construct the roadway project to provide adequate access to Highland Park located off U.S. Highway 220, Project RECR-045-722, N501, contingent upon:

1. The Director of DCR designating Highland Park as a public recreational area and recommending the use of the Recreational Access Fund for the construction of the access roadway; 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 County of Highland (LOCALITY) and 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 \$245,000 allocation for the access road construction from sources other than those administered by VDOT.

####

CTB Decision Brief

Recreational Access – Highland County Highland County Park

Issue: Pursuant to Section 33.1-223 of the *Code of Virginia*, the Highland County Board of Supervisors has requested funds from the Recreational Access Program to provide adequate road access to Highland Park.

Facts: Section 33.1-223 of the *Code of Virginia* provides that the Commonwealth Transportation Board (CTB) shall expend funds set aside 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 county 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.

Highland County is developing an 8.1-acre tract for recreational use located within the Town of Monterey, off U.S. Highway 220 (Jackson River Road). Existing facilities include a community pool and clubhouse, picnic areas, a playground, a basketball court, horseshoe pits, and parking area. The existing facilities are temporarily being accessed via Route 649 (Myers-Moon Road) and the public school property and, therefore, lack direct public access. Highland County's request originally included plans for bikeway access, but this facility has recently been completed connecting with the Highland County Community Trail. Highland County has indicated that it will administer the design and construction of the access road project.

The Director of DCR is considering designation of Highland Park as a public recreational area and it is anticipated that DCR will recommend utilizing Recreational Access funds to provide adequate road access to the park.

Recommendations: In order to adequately serve the proposed facilities within Highland Park, the Virginia Department of Transportation (VDOT) recommends a project consisting of the construction of a 22-foot wide asphalt roadway within a 60-foot right of way with an appropriate shoulder and ditch section on one side and curb and gutter on the other from U.S. Highway 220 to the parking area, a distance of approximately 0.15 mile. The Staunton District staff has concurred in the estimated the cost of \$245,000 for the road access project. VDOT recommends that Recreational Access Program funding in the amount of \$245,000 for construction of the access road be approved subject to certain contingencies.

Action Required by the CTB: Prior to expending funds set aside for access roads to public recreational areas and historical sites, Section 33.1-223 of 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 Highland County will proceed with the recreational access road project.

Options: Approve, Deny, or Defer.

Public Comments/Reaction: None



COUNTY ADMINISTRATOR
ROBERTA A. LAMBERT
MONTEREY, VIRGINIA

HIGHLAND COUNTY BOARD OF SUPERVISORS

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BOARD MEMBERS:
DON "ROBIN" SULLENBERGER, III
MONTEREY, VIRGINIA

JERRY A. REXRODE
MONTEREY, VIRGINIA

DAVID W. BLANCHARD
MONTEREY, VIRGINIA

HIGHLAND COUNTY BOARD OF SUPERVISORS

March 1, 2011

At a regularly scheduled continued meeting of the Highland County Board of Supervisors held on March 1, 2011, on a motion by Supervisor David W. Blanchard, seconded by Supervisor Jerry A. Rexrode, the following resolution was adopted by a vote of 3 to 0:

WHEREAS, the Highland Park is owned and is to be developed by Highland County as a recreational facility serving the residents of Highland County and the Town of Monterey and adjoining localities; and

WHEREAS, the property on which this facility is located has no access to a public street or roadway and will require the construction of a new roadway which will connect to Route 220; and

WHEREAS, the procedure governing the allocation of recreational access funds as set forth in Section 33.1-223 of the *Code of Virginia* requires joint 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 facilities to publicly-owned recreational or historical areas; and

WHEREAS, the Board has duly adopted a zoning ordinance pursuant to Article 7 (Section 15.2-2280 et seq), Chapter 22, Title 15.2 of the *Code of Virginia*; and

WHEREAS, it appears to this Board that all requirements of the law have been met to permit the Director of the Department of Conservation and Recreation to designate the Highland Park as a public recreational facility and further permit the Commonwealth Transportation Board to provide funds for access to this public recreation/historical area in accordance with Section 33.1-223 of the *Code of Virginia*; and

WHEREAS, the Board agrees, in keeping with the intent of Section 33.1-63 of the *Code of Virginia*, to use its good offices to reasonably protect the aesthetic or cultural value of this road leading to or within areas of historical, natural or recreational significance; and

Recreational Access Resolution
Page 2

WHEREAS, Highland County acknowledges that the State Environmental Review Process (SERP) must be completed prior to any construction activity on this project as a condition of the use of the Recreational Access Fund.

WHEREAS, Highland County hereby guarantees that the necessary environmental analysis, mitigation, and fee simple right of way for this improvement, and utility relocations or adjustments, if necessary, will be provided at no cost to the Virginia Department of Transportation; and

NOW, THEREFORE BE IT RESOLVED, that the Board of Supervisors of Highland County hereby requests the Director of the Department of Conservation and Recreation to designate the Highland Park as a public recreational area and to recommend to the Commonwealth Transportation Board that recreational access funds be allocated for an adequate access road and bikeway to serve said park area; and

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board is hereby requested to allocate the necessary recreational access funds to provide a suitable access road and bikeway as hereinbefore described.

BE IT FURTHER RESOLVED, that the County Administrator and/or his designee(s) be authorized to act on behalf of the Board of Supervisors to execute any and all documents necessary to secure the funding sought through the Recreational Access Program up to, but not exceeding, \$ 200,000 state funds.

BE IT FURTHER RESOLVED, that the Highland County Board of Supervisors hereby agrees that the new roadway including the bikeway so constructed will be added to and become a part of the secondary system of highways.

HIGHLAND COUNTY BOARD OF
SUPERVISORS



Don Sullenberger, III, Chairman

ATTEST:



Roberta Lambert, County Administrator



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 19, 2012

MOTION

Made By: Seconded By: Action:

**Title: Relocation: Route 501 Bridge
In the Bedford and Amherst County Area**

WHEREAS, the Virginia Department of Transportation (VDOT) in cooperation with the Federal Highway Administration (FHWA) has studied the replacement of the Route 501 Bridge over the James River from Route 501 in Bedford County to Route 130 in Amherst County, State Project 0501-005-640, P101, R201, C501, B648; and

WHEREAS, the Route 501 Bridge replacement location study was documented in a Environmental Assessment in accordance with the National Environmental Policy Act (NEPA) and approved by FHWA April 17, 2012; and

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Board, a Location Public Hearing was held June 4, 2012 at Big Island Elementary School in Bedford County, for the purpose of considering the location of the Route 501 Bridge; and

WHEREAS, proper notice was given in advance, and all those present given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded and considered by the Board at its meeting on July 18, 2012; and

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

Resolution of the Board
Location of Route 501 bridge
September 19, 2012
Page Two

NOW, THEREFORE, BE IT RESOLVED, that the location for the Route 501 bridge crossing the James River be located as presented at the June 4, 2012 Location Public Hearing and studied in the Environmental Assessment.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Virginia Department of Transportation continue to work with FHWA to finalize the study and secure federal approval of the new location.

####

CTB Decision Brief

Relocation of Route 501 Bridge in Bedford and Amherst Counties

Issue: The Route 501 bridge currently spans the James River from Route 501 in Bedford County to Route 130 in Amherst County. It is one of the few crossings of the James River between Lynchburg and Natural Bridge and is used frequently by trucks traveling to and from the nearby Georgia Pacific facility. The bridge is a priority for replacement due to its structural and roadway deficiencies. The existing bridge carries two 12-foot lanes and has no shoulders or sidewalks, which is inconsistent with current standards. Additionally, the roadway has geometric deficiencies such as tight turning radii and horizontal and vertical alignments that are sub-standard south of the existing bridge. The replacement is funded in the Six-Year Improvement Program for preliminary engineering, right of way acquisition and construction.

Facts: The Department held a Location Public Hearing on June 4, 2012 in Bedford County regarding the replacement of the bridge. Maps, drawings, an Environmental Assessment, and other location studies data were presented for public review at the hearing and citizen comments were received and reviewed. Four citizens attended the hearing and to date no comments have been received, however one citizen attended the CTB briefing in July to express concern over the potential visual impact of the new bridge.

The study area for this bridge is located in Amherst and Bedford Counties near the community of Snowden and incorporates the existing bridge and associated roadway approaches along Route 501 and Route 130, approximately 0.5 miles northwest of the bridge and one mile southeast of the bridge. This location would allow for the effective maintenance of traffic; the improved intersection of Route 501 and Route 130 would include turn lanes and improved sight distance. Detours and closings of the existing bridge would not be necessary during the replacement. This location also provides the best construction access and staging areas of the alternatives that were proposed.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the CTB approve the location of the Route 501 bridge crossing the James River be located as it was presented at the June 4, 2012 location public hearing.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the location of the Route 501 bridge crossing the James River.

Result, if Approved: The Department will continue to work with the Federal Highway Administration to finalize the study and secure federal approval of the new location.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: In accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Public Hearing was held for the above mentioned project on June 4, 2012 at Big Island Elementary School in Bedford County. Four citizens attended the hearing and to date no comments have been received, however one citizen attended the CTB briefing in July to express concern over the potential visual impact of the new bridge.

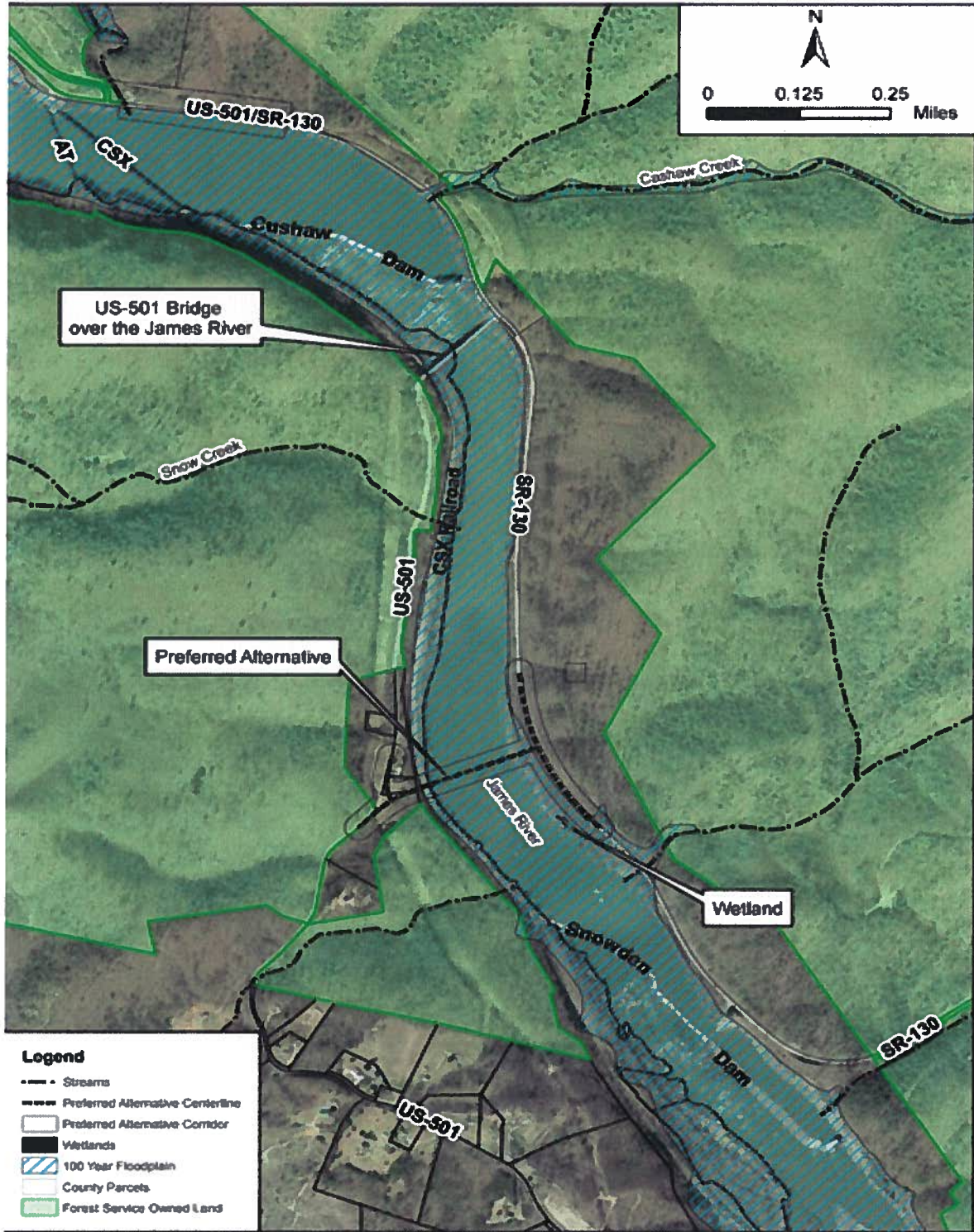


Figure 6: Environmental Features



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda Item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD September 19, 2012

MOTION

Made By: Seconded By: Action:

**Title: Addition of Projects to the Six-Year Improvement Program for
Fiscal Years 2013-2018**

WHEREAS, Section 33.1-12 (9)(b) of the *Code of Virginia*, requires the Commonwealth Transportation Board (Board) to adopt by July 1 of each year a Six-Year Improvement 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, the Board is required by *Code of Virginia* Section 33.1-12 (9) and (11) to administer and allocate funds in the Transportation Trust Fund; and,

WHEREAS, Section 33.1-12 (9)(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 §§ 33.1-23.1 and 58.1-638, by adopting a Six-Year Improvement Program.

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

WHEREAS, the projects shown in Appendix A were not included in the FY2013-2018 Six-Year Improvement Program adopted by the Board on June 20, 2012;

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 2013 through 2018 and are approved.

####

CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2013 - 2018

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

Facts: The CTB must adopt a Six-Year Improvement Program of anticipated projects and programs by July 1st of each year in accordance with Section 33.1-12 (9)(b). The projects shown in Appendix A were not in the FY2013-2018 Six-Year Improvement Program adopted by the CTB on June 20, 2012.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects to the Six-Year Improvement Program for Fiscal Years 2013 – 2018.

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 Six-Year Improvement Program for Fiscal Years 2013 – 2018 to meet the Board’s statutory requirements and to approve the related fund transfers.

Result, if Approved: If the resolution is approved, the projects listed on Appendix A will be added to the Six-Year Improvement Program for Fiscal Years 2013-2018 and the related fund transfers will also be approved.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Given that these projects are intended to further the efficient movement of people and freight and are therefore for the common good of the Commonwealth, the public expects the CTB to fulfill its statutory duty by adding the projects to the Six-Year Improvement Program for Fiscal Years 2013 – 2018.

**Appendix A
Amendments to the FY2013-2018 SYIP**

UPC	District	Jurisdiction	Route	Project Description	Total Cost	Major Fund Source	System	Fully Funded
100856	Hampton	Newport News	U000	OAKLAND INDUSTRIAL PARK SIDEWALK, PHASE 2	\$ 916,485	CMAQ	Urban	No
103590	Northern Virginia	Arlington	395	I-395 Ramp Metering ITS Systems Upgrade	\$ 1,510,000	NHS	Interstate	No
103591	Northern Virginia	Arlington	395	I-395 Gate ITS Systems Upgrade	\$ 450,000	NHS	Interstate	No
103576	Richmond	Chesterfield	60	RT 60 - ADD DUAL LEFT TURN LANES	\$ 500,000	CMAQ	Primary	Yes
103456	Salem	Galax	58	Rte 58-Reserve Blvd - Safety Improvements	\$ 439,806	Urban Formula	Urban	No
Total					\$ 3,816,291			



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

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Richmond, Virginia 23219

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Agenda item # 5

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD
September 19, 2012**

MOTION

Made By: Seconded By: Action:

**Title: FY13-18 Six-Year Improvement Program Transfers
For June 30, 2012 through August 24, 2012**

WHEREAS, Section 33.1-12 (9)(b) of the *Code of Virginia*, requires the Commonwealth Transportation Board to adopt by July 1 of each year a Six-Year Improvement Program of anticipated projects and programs. On June 20, 2012 a resolution was approved to allocate funds for the Fiscal Years 2013 through 2018 Six-Year Improvement Program; and

WHEREAS, the Commonwealth Transportation Board resolved that the Commissioner should bring requests for transfers of allocations exceeding ten percent of the funds allocated to the donor project to the Board on a monthly basis for their approval prior to taking any action to record or award such action; and

WHEREAS, the Commonwealth Transportation Board is being presented a list of the projects and transfers exceeding ten percent 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 ten percent of the funds allocated to the donor project is approved and the specified funds shall be transferred to the project(s) as set forth in the attached list to meet the Board's statutory requirements and policy goals.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner, or his designee, is granted the authority to transfer up to ten percent of funds allocated to a project to another eligible project(s) to meet the Board's statutory requirements and policy goals.

####

CTB Decision Brief

FY2013-2018 Six-Year Improvement Program Transfers **For June 30, 2012 through August 24, 2012**

Issue: Each year the Commonwealth Transportation Board (CTB) must adopt a Six-Year Improvement Program (SYIP) 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 SYIP.

Facts: On June 15, 2011 and June 20, 2012, the CTB granted authority to the Commissioner, upon written recommendation by the Virginia Department of Transportation's Chief of Planning and Programming and after consultation with the Commonwealth Transportation Board member for the district, to transfer up to ten percent of funds allocated to one or more interstate or primary projects within a transportation construction district and system to another (other) interstate or primary project(s) within the same transportation construction district and system to meet the Board's statutory requirements and policy goals. In addition, the CTB resolved that the Commissioner should bring requests for transfers of allocations exceeding ten percent of the funds allocated to the donor project to the Board on a monthly basis for their 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 ten percent of the funds allocated to the donor project. The resolution also clarifies that the CTB continues its grant of authority to the Commissioner, or his designee, to transfer up to ten percent of the funds allocated to a project to another eligible project, to meet the Board's statutory requirements and policy goals. The list of transfers from June 30, 2012 through August 24, 2012 is attached.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the approval of the transfers exceeding ten percent from donor projects to projects that meet the Board'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 SYIP for Fiscal Years 2013 – 2018 that include transfers of allocated funds exceeding ten percent from donor projects to projects that meet the Board'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 Board's statutory requirements and policy goals.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Given the need to have allocations available to continue and/or initiate projects and programs in the SYIP, the public expects the CTB to fulfill its duty by approving the transfers for June 30, 2012 through August 24, 2012 to the Six-Year Improvement Program for Fiscal Years 2013 – 2018.

CTB Monthly Transaction Report
July - August 2012

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1	Bristol	Primary	RTE 72 - CONSTRUCT 2 LANES ON NEW LOCATION - PE & RW ONLY	12764	Bristol	Primary	RTE 83 - 2 LANE RECONSTRUCTION	76507	Primary Formula:Federal; Primary Formula:State Match	\$ 1,377,384	13%	Transfer of surplus funds recommended by District from a completed project to fund a scheduled project
2	Bristol	Primary	BRISTOL PRIMARY DISTRICTWIDE SIGNALS	70613	Bristol	Primary	RTE 83 - 2 LANE RECONSTRUCTION ; Rte. 83 Stream Compensation -off site stream mitigation	76507; 103672	Districtwide:Federal; Primary Formula:State	\$ 532,943	95%	Transfer of surplus funds recommended by District to fund scheduled projects
3	Culpeper	Urban	US Ave. - Upgrade Flashing Lights, Add Gates w/CWT Pred	89746	District-wide	Miscellaneous	STATEWIDE STP SAFETY/RAIL BALANCE ENTRY	70704	Rail Highway Crossings:Federal	\$ 66,603	33%	Transfer of surplus funds to the statewide balance entry line item recommended by District and Traffic Engineering Division to financially close out a completed project
4	Fredericksburg	Primary	Rte. 1 over South River	102937	Fredericksburg	Primary	RTE 1 - BRIDGE REPLACEMENT & APPROACHES OVER AQUIA CREEK	76515	Bridge Replacement:Federal; Soft Match:Federal	\$ 339,750	13%	Transfer recommended by District to financially close a cancelled project and fund a scheduled project
5	Fredericksburg	Primary	Install Centerline Rumble Strips Rte 3 Westmoreland	90731	Fredericksburg	Primary	Construct sidewalk with C&G along SR 218	100534	Safety Funds: Hazard Elimination	\$ 33,279	35%	Transfer recommended by District and Traffic Engineering Division to close out completed project and fund a scheduled project
6	Fredericksburg	Primary	Install Centerline Rumble Strips Rte 200 Northumberland	90733	Fredericksburg	Primary	Construct sidewalk with C&G along SR 218	100534	Safety Funds: Hazard Elimination	\$ 34,688	25%	Transfer recommended by District and Traffic Engineering Division to close out completed project and fund a scheduled project
7	Fredericksburg	Primary	FREDERICKSBURG PRIMARY DISTRICTWIDE SIGNALS	70646	Fredericksburg	Primary	Construct sidewalk with C&G along SR 218	100534	Primary Formula:State	\$ 5,812	100%	Transfer of surplus funds recommended by District to fund a scheduled project
8	Fredericksburg	Public Transportation	Bike Racks at Commuter Lois	87013	Fredericksburg	Enhancement	Fredericksburg Rappahannock River Trail	91239	CMAQ:Federal; CMAQ:State Match	\$ 922	18%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a scheduled project
9	Fredericksburg	Secondary	RTE 624 - BRIDGE REPLACEMENT	7923	Fredericksburg	Secondary	Staffordboro Boulevard Commuter Parking Lot Expansion	97552	Bond Match:State Bond Match; Minimum Guarantee:Federal	\$ 1,081,668	12%	Transfer of surplus funds recommended by District to fund a scheduled project
10	Hampton Roads	Secondary	Rte 602 Over Pagan Creek VA Str. 6008	100952	Hampton Roads	Urban	RTE 13 - BRIDGE REPLACEMENT	1904	Bridge Replacement:Federal; Soft Match:Federal	\$ 1,164,250	47%	Transfer of available funds between scheduled projects to maximize federal obligation recommended by District
11	Hampton Roads	Urban	Upgrade and install New Guardrail on Fort Eustis Blvd	98570	Hampton Roads	Urban	Install Video Detectors, Extend LTL and Realign Crosswalks	98566	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 202,000	99%	Transfer of surplus funds recommended by District and Traffic Engineering Division to fund a scheduled project
12	Hampton Roads	Urban	HSIP - Construct Sidewalk along 1.5 mi of N. Lynnhaven Road	99664	Hampton Roads	Urban	Construct sidewalk to existing sidewalk along VA Beach Blvd	86504	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 97,132	22%	Transfer of surplus funds recommended by District and Traffic Engineering Division to fund a completed project
13	Hampton Roads	Urban	Construct sidewalk along South side of Norfolk Ave	86509	Hampton Roads	Urban	Construct sidewalk to existing sidewalk along VA Beach Blvd	86504	Improvements:Federal; Highway Safety Improvements:State Match	\$ 11,813	24%	Transfer of surplus funds recommended by District and Traffic Engineering Division to fund a completed project
14	Northern Virginia	Interstate	PSTOC (SOFTWARE & HARDWARE) TRANSITION PLANNING	82668	Northern Virginia	Interstate	I-395 Gate ITS Systems Upgrade	103591	Interstate:Federal; Interstate:State Match	\$ 58,634	4%	Transfer recommended by District to financially close out a completed project and fund a scheduled project
15	Northern Virginia	Miscellaneous	DMS Travel Time	72659	Northern Virginia	Interstate	I-395 Ramp Metering ITS Systems Upgrade	103590; 103591	Interstate:Federal; Interstate:State Match	\$ 536,269	91%	Transfer recommended by District to financially close out a completed project and fund scheduled projects

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Transfers Greater Than 10%												
16	Northern Virginia	Primary	NORTHERN VIRGINIA HOV MARKETING & MONITORING	50619	Northern Virginia	Interstate	EADS STREET EXIT RAMP IMPROVEMENT	77262	CMAQ TERMS:Federal; CMAQ TERMS:State Match	\$ 461,681	18%	Transfer recommended by District and MPO to financially close completed project and fund a scheduled project
17	Northern Virginia	Primary	RTE 55 - INSTALL ADVANCE FLASHERS & PROVIDE POWER	71533	District-wide	Miscellaneous	STATEWIDE STP SAFETY/RAIL BALANCE ENTRY	70704	Safety Funds:Rail Safety	\$ 79,437	77%	Transfer of surplus funds from a completed project recommended by District and Traffic Engineering Division to the statewide balance entry line item
18	Northern Virginia	Primary	NEW & UPGRADE GUARDRAIL INSTALLATION (F07-10 HSP FUNDS)	92633	Northern Virginia	Secondary; Primary	Upgrade Guardrail and Widen Shoulders on SR 659 Gum Spring ; Route 236 - Initial sidewalk and pedestrian crossing; Improve sight distance at Old Keene Mill Rd & Rte 638	93515; 93569; 100644	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 402,793	13%	Transfer recommended by District and Traffic Engineering Division to financially close completed project and fund scheduled projects
19	Northern Virginia	Secondary	Upgrade Signal and Lighting at Elysian Dr	95835	Northern Virginia	Primary; Secondary	Construct Channelization, Ped Facilities on US 1; New Traffic Signal	100649; 103436	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 229,645	64%	Transfer recommended by District and Traffic Engineering Division to financially close completed project and fund scheduled projects
20	Northern Virginia	Secondary	Install Sidewalk and Super elevation on Old Bridge Road	96743	Northern Virginia	Secondary	RTE 641 - CONSTRUCT SIDEWALK ON NORTH SIDE OF ROAD	90517	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 80,000	19%	Transfer of surplus funds recommended by District and Traffic Engineering Division to fund scheduled project
21	Richmond	Miscellaneous	CRAC - Conversion & Purchase of Alt Fuel Shuttle Buses	90352	Richmond	Miscellaneous	CRAC - Construction of CNG Fuel Station & pumps	98530	CMAQ:Federal; CMAQ:State Match	\$ 564,111	33%	Transfer recommended by District and MPO to financially close a cancelled project and fund a scheduled project
22	Richmond	Miscellaneous	CRAC - Conversion & Purchase of Alt Fuels Vehicles - Trucks	98528	Richmond	Miscellaneous	CRAC - Construction of CNG Fuel Station & pumps	98530	CMAQ:Federal; CMAQ:State Match; Local Project Contributions:Local	\$ 205,000	96%	Transfer recommended by District and MPO to financially close out cancelled project and fund a scheduled project
23	Richmond	Miscellaneous	RICHMOND TRI-CITIES CMAQ BALANCE ENTRY	70722	Richmond	Urban; Primary	RTE 1 - IMPROVE INT AT DUPLY AVE ; RTE 1 - ADD CENTER TURN LANE; RTE 4609K - ADD LEFT TURN LANE AT RTE 657	3945; 52434; 90374; 100499	CMAQ:Federal; CMAQ:State Match	\$ 1,332,104	76%	Transfer recommended by District and MPO from balance entry to fund scheduled projects
24	Richmond	Primary	RTE 250 - 4 LANE	52448	Richmond	Primary	ARRA-C - Goodland 250 Widen to 4 Lanes (Manakin to Hockett)	103076	Non-Formula:State Match; Primary Formula:Federal; Primary Formula:State; Primary Formula:State Match; HSTP (STP Regional):Federal	\$ 853,395	15%	Transfer of surplus funds from PE and RW UFC to CN ARRA comingled UPC recommended by District to fund increased costs
25	Richmond	Primary	RTE 1 - ADD SIDEWALK, SHOULDER & GR IMPROVEMENTS	86562	Richmond	Secondary	RTE 642 - ADD SIDEWALK/RTE 754 (COALFIELD RD) - ADD SIDEWALK	95732; 100559	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 325,603	72%	Transfer of surplus funds from a deferred project recommended by District and Traffic Engineering Division to fund scheduled projects
26	Richmond	Primary	Rte 58 Extend Left Turn Lane and Install Overhead Beacon	89936	Richmond	Urban	RTE 360 - IMPROVE INTERSECTION	93395	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 63,987	19%	Transfer recommended by District and Traffic Engineering Division to financially close completed project and fund a scheduled project
27	Richmond	Primary	Rte 250 -Signal Modification	91366	Richmond	Urban	RTE 360 - IMPROVE INTERSECTION	93395	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 74,365	22%	Transfer recommended by District and Traffic Engineering Division to financially close completed project and fund a scheduled project
28	Richmond	Primary	Rte - 1 Install Flashing Lights	92079	Richmond	Primary	RTE 60 E - EXTEND LEFT TURN LANE AT JOHNSTON WILLIS DRIVE	98417	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 82,760	53%	Transfer recommended by District and Traffic Engineering Division to financially close completed project and fund a scheduled project

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29	Richmond	Primary	Redesign Intersection at 360 and Chula Rd	94157	Richmond	Primary	RTE 60 - EXTEND LEFT TURN LANE AT MALL DRIVE; RTE 60 - EXTEND DUAL LEFT TURN LANES AT SOUTHLAKE BOULEVARD	98418; 98419	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 205,029	35%	Transfer recommended by District and Traffic Engineering Division to financially close completed project and fund scheduled projects
30	Richmond	Primary	Rte. 360 - install Mast Arm Signal at Route 604	95073	Richmond	Primary	RTE 60 E - EXTEND LEFT TURN LANE AT JOHNSTON WILLIS DRIVE; RTE 60 - EXTEND LEFT TURN LANE AT MALL DRIVE	98417; 98418	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 108,847	40%	Transfer recommended by District and Traffic Engineering Division to financially close completed project and fund scheduled projects
31	Richmond	Primary	RTE 6 - CONSTRUCT LEFT TURN LANES & INSTALL SIGNAL	16424	Richmond	Primary	RTE 250 (BROAD STREET RD)- ACCELERATION LANE AT RTE 632	81242	Primary Formula:State	\$ 100,000	19%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a scheduled project
32	Richmond	Primary	RTE 1 - ADD SIDEWALK, SHOULDER & GR IMPROVEMENTS	86562	Richmond	Secondary	RTE 638 - ADD SIDEWALK	86561	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 65,583	35%	Transfer recommended by District and Traffic Engineering Division to close out completed project and fund a scheduled project
33	Richmond	Primary	RTE 80 - EXTEND LEFT TURN LANE AT MALL DRIVE	98418	Richmond	Primary	RT 60 - ADD DUAL LEFT TURN LANES	103576	CMAQ:Federal; CMAQ:State Match	\$ 500,000	70%	Transfer recommended by District and MPO to correct a previous transfer submitted on incorrect project
34	Richmond	Primary	RTE 5 - VIRGINIA CAPITAL TRAIL - NEW MARKET HEIGHTS PHASE	102793	Richmond	Primary	RTE 5 - VIRGINIA CAPITAL TRAIL - VARIANA PHASE	86280	Open Container Funds:Statewide	\$ 3,224,066	100%	Transfer recommended by District and Traffic Engineering Division from a cancelled project to fund a scheduled project
35	Richmond	Primary	RTE 144 (TEMPLE AVE) - SIGNAL COORDINATION	98883	Richmond	Urban	RTE 1 - IMPROVE INT AT DUPUY AVE	3945	CMAQ:Federal; CMAQ:State Match	\$ 255,000	83%	Transfer recommended by District and MPO to utilize funds on a scheduled project to facilitate federal strategy
36	Richmond	Secondary	RTE 637 - INSTALL FLASHING CAUTION SIGNS FOR CURVE AHEAD	81256	Richmond	Urban	RTE 360 - IMPROVE INTERSECTION	93395	Highway Safety Improvements:Federal	\$ 20,784	46%	Transfer of surplus funds from a completed project recommended by District and Traffic Engineering Division to fund a scheduled project
37	Richmond	Secondary	HRRR Segment - Richmond Districtwide Sign	98912	Richmond	Secondary	HRRR Segment - Richmond Districtwide Pavement	98911	High Risk Rural:Federal; High Risk Rural:State Match	\$ 145,980	99%	Transfer recommended by District and Traffic Engineering Division to financially close completed project and fund a scheduled project
38	Richmond	Secondary	Rt. 701 - Upgrade Existing Flashing Lights and Add Gates	93102	District-wide	Miscellaneous	STATEWIDE STP SAFETY/RAIL BALANCE ENTRY	70704	Rail Highway Crossings:Federal; Rail Highway Crossings:State Match	\$ 220,000	100%	Transfer from a cancelled project recommended by District and Traffic Engineering Division to the statewide balance entry line item
39	Richmond	Secondary	RTE 650 - CONSTRUCT CURB & GUTTER, SIDEWALK	90201	Richmond	Secondary; Primary	Install Sidewalk between VSU and Dorms on MLK Dr; HSP Bike and Ped on Route 360; RTE 642 - ADD SIDEWALK; RTE 754 (COALFIELD RD) - ADD SIDEWALK; RTE 604 (GENITO RD) - ADD SIDEWALK	90198; 93386; 96732; 100559; 100560	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 128,008	35%	Transfer recommended by District and Traffic Engineering Division to financially close completed project and fund scheduled projects
40	Richmond	Secondary	Rt. 750-Install Flashing Lights and gates w/Motion Detectors	96720	District-wide	Miscellaneous	STATEWIDE STP SAFETY/RAIL BALANCE ENTRY	70704	Rail Highway Crossings:Federal; Rail Highway Crossings:State Match	\$ 240,000	100%	Transfer from a cancelled project recommended by District and Traffic Engineering Division to the statewide balance entry line item
41	Salem	Primary	VARIOUS ROUTES - SIGN STRUCTURE INSTALLATION	80718	Salem	Primary	Primary Project Closeout Account - Salem District	-11520	Primary Formula:State	\$ 70,802	12%	Transfer recommended by District to financially close completed project to be redistributed to cover project closeouts

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Transfers Greater Than 10%												
42	Salem	Primary	RTE 220 ALT New Signal at Int. Rte. 1499	102293	Salem	Primary	RTE 460B - Replace Signal at the Walmart Entrance	98118	Primary Formula:State	\$ 70,456	15%	Transfer of surplus funds recommended by District and Traffic Engineering Division to fund scheduled project
43	Salem	Primary	RTE 100 - INSTALL NEW TRAFFIC SIGNAL	55343	Salem	Primary	RTE 114 - replace signal at Rte. 679	98123	Districtwide:Primary;All	\$ 49,528	25%	Transfer recommended by District to financially close out a completed project and fund a scheduled project
44	Salem	Primary	RTE 460 -INSTALLATION OF NEW TRAFFIC SIGNAL	58070	Salem	Primary	RTE 114 - replace signal at Rte. 680	98123	Districtwide:Primary;All	\$ 92,418	32%	Transfer recommended by District to financially close out a completed project and fund a scheduled project
45	Salem	Primary	RTE:100 - replace signal at Rte. 683	98122	District-wide	Miscellaneous	STATEWIDE STP SAFETY/HES BALANCE ENTRY	70700	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 30,317	11%	Transfer of surplus funds from a completed project recommended by District and Traffic Engineering Division to the statewide balance entry line item
46	Salem	Urban	RTE - U000 - city wide traffic signal improvements	92224	Salem	Urban	Rte 58-Reserve Blvd - Safety Improvements	103456	Local Project Contributions:Local Match; Urban Formula:Federal; Urban Formula:Federal/State; Urban Formula:State Match	\$ 439,806	43%	Transfer of surplus funds recommended by District from a completed project to fund a scheduled project
47	Staunton	Interstate	Upgrade Pavement Markings	97679	Staunton	Primary	STAUNTON GR - TASK #03	101884	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 122,901	49%	Transfer recommended by District and Traffic Engineering Division to financially close completed project and fund a scheduled project
48	Staunton	Secondary	Rt.803 - Upgrade Flashing Lights to 12" LED and Add Gates	89690	District-wide	Miscellaneous	STATEWIDE STP SAFETY/RAIL BALANCE ENTRY	70704	Rail Highway Crossings:Federal; Rail Highway Crossings:State Match	\$ 24,131	11%	Transfer of surplus funds from a completed project recommended by District and Traffic Engineering Division to the statewide balance entry line item
49	Staunton	Secondary	Bridge Repl Rte 687 Jackson River Tpk Over Cascades Creek	97113	Staunton	Secondary	RTE 727 - BRIDGE REPLACEMENT OVER NORTH RIVER	77421	Bridge Replacement:Federal; Soft Match:Federal	\$ 201,911	11%	Transfer of surplus funds recommended by District to complete funding for a scheduled project

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Transfers Less Than 10%												
A	Bristol	Primary	RTE 460 - CONSTRUCT PARKING DECK	9833	Bristol	Primary	Rte. 83 Stream Compensation -off site stream mitigation	103872	Primary Formula:State	\$ 329,528	6%	Transfer of surplus funds recommended by District from a completed project to a scheduled project
B	Culpeper	Primary	RTE 229 - WIDEN TO 4 LANES	18899	Culpeper	Primary	RTE 3 - PARALLEL LANE (EAST OF STEVENSBURG TO LIGNUM)	14657	Primary Formula:State	\$ 285,518	4%	Transfer of surplus funds recommended by District from a completed project to fund a scheduled project
C	Fredericksburg	Primary	Route 17 - Reconstruction	86463	Fredericksburg	Primary	RTE 1 - BRIDGE REPLACEMENT & APPROACHES OVER AQUIA CREEK	76515	Minimum Guarantee:Federal; Soft Match:Federal	\$ 117,947	1%	Transfer of surplus funds recommended by District to fund a scheduled project
D	Fredericksburg	Primary	RTE 17 - REMOVE EXISTING CROSSOVER AT MP 79.98	73089	Fredericksburg	Primary	Construct sidewalk with C&G along SR 218	100534	Primary Formula:State	\$ 1,840	2%	Transfer recommended by District to close out completed project and fund scheduled project
E	Fredericksburg	Primary	Install Centerline Rumble Strips Rte 30 Caroline	90732	Fredericksburg	Primary	Construct sidewalk with C&G along SR 218	100534	Safety Funds: Hazard Elimination	\$ 596	3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a scheduled project
F	Fredericksburg	Primary	Install Centerline Rumble Strips Rte 360 Northumberland	90736	Fredericksburg	Primary	Construct sidewalk with C&G along SR 218	100534	Safety Funds: Hazard Elimination	\$ 303	2%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund a scheduled project
G	Fredericksburg	Secondary	Expansion of Commuter Parking Lot at Gordon Road	100448	Fredericksburg	Secondary	Staffordboro Boulevard Commuter Parking Lot Expansion	97552	CMAQ TERMS:Federal; CMAQ TERMS:State Match	\$ 1,000,000	9%	Transfer of surplus funds recommended by District to fund a scheduled project
H	Hampton Roads	Urban	HSIP Proactive Safety Projects City of Newport News	86615	Hampton Roads	Urban	Install Video Detectors, Extend LTL and Realign Crosswalks	98566	Improvements:Federal; Highway Safety Improvements:State Match	\$ 3,000	8%	Transfer of surplus funds recommended by District and Traffic Engineering Division to fund a scheduled project
I	Hampton Roads	Urban	Citywide Signal Retiming - Phase 3	97768	Hampton Roads	Urban	CITY OF VA BEACH-CITYWIDE SIGNAL SYSTEM UPGRADE (PHASE I)	52355	CMAQ:Federal	\$ 270	1%	Transfer recommended by District and MPO to correct a previous transfer amount
J	Hampton Roads	Urban	SUNNYSIDE ROAD - APPROACHES & BRIDGE REPLACEMENT AT CSX RR	17544	Hampton Roads	Urban	Improvement of the Halifax Street Bridge	93304	Urban Formula:Federal	\$ 2,942	1%	Transfer of surplus funds recommended by District to closeout completed project to fund a scheduled project
K	Hampton Roads	Urban	Intersection Improvements at Holland Rd and Rosemount Rd	93989	Hampton Roads	Urban	Upgrade Existing Traffic Signal at Holland & S Plaza Trail	95891	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 882	1%	Transfer of surplus funds recommended by District and Traffic Engineering Division to fund a scheduled project
L	Northern Virginia	Interstate	RTE 95 - RECREATIONAL FACILITY	76209	Northern Virginia	Interstate	Streetscape Improvements in the City of Alexandria	87414	Demonstration Funds:Federal	\$ 1,523,600	7%	Transfer of surplus funds from a completed project recommended by District to fund a scheduled project
M	Northern Virginia	Primary	NORTHERN VIRGINIA TERMS	78210	Northern Virginia	Primary	RTE 7 - CONSTRUCT WB CLIMBING LANE; EADS STREET EXIT RAMP IMPROVEMENT	58599; 77262	CMAQ TERMS:Federal; CMAQ TERMS:State Match	\$ 894,415	3%	Transfer of surplus funds recommended by District from a completed project to fund scheduled projects
N	Northern Virginia	Primary	TRANSPORTATION CONTROL MEASURES TO SUPPORT I-66 HOV-2	16130	Northern Virginia	Primary	RTE 28 - PPTA PROJECT DEVELOPMENT AND MANAGEMENT	68686	Primary Formula:State	\$ 165,000	3%	Transfer of surplus funds recommended by District to financially close out a completed project and fund a scheduled project
O	Northern Virginia	Primary	RTE 28 - REALIGNMENT WB RIGHT TRN LINE & SIGNALIZE INTERSECTION	71287	Northern Virginia	Secondary	Install Traffic Signal at Int of Walney Rd. and Willard Rd.	98281	Primary Formula:State; Safety Funds:Hazard Elimination	\$ 57,465	10%	Transfer of surplus funds to financially close out completed project and fund a scheduled project recommended by District and Traffic Engineering Division
P	Northern Virginia	Secondary	RTE 1036 - PACIFIC BOULEVARD (MPO PROJECT)	70760	Northern Virginia	Primary	RTE 7 - CONSTRUCT WB CLIMBING LANE	58599	CMAQ:Federal	\$ 502,156	2%	Transfer of surplus funds from a completed project recommended by District and MPO to fund a scheduled project

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Q	Richmond	Primary	RTE 13 - SIDEWALK INSTALLATION & IMPROVEMENTS	50028	Richmond	Primary	RTE. 327 (HAYDEN ST) - REMOVE BRIDGE	87618	Primary Formula:Federal/State	\$ 81,992	4%	Transfer of surplus funds recommended by District from a completed project to fund a scheduled project
R	Richmond	Primary	RTE 5 - VIRGINIA CAPITAL TRAIL - VARINA PHASE	86280	Richmond	Primary	RTE 5 - VIRGINIA CAPITAL TRAIL - PARK PHASE	103665	Open Container Funds:Statewide	\$ 1,000,000	6%	Transfer of surplus funds recommended by District and Traffic Engineering Division to fund a scheduled project
S	Richmond	Primary	RTE 155 - COURTHOUSE TO COURTHOUSE CONNECTOR - PE ONLY	92652	Richmond	Primary	RTE 360 - WIDENING (SPRING RUN TO COSBY)	97687	RSTP (STP Regional);Federal; RSTP (STP Regional);State Match	\$ 1,300,000	50%	Transfer recommended by District and MPO to transfer surplus funds to a scheduled project
T	Richmond	Secondary	RTE 656 - REALIGNMENT,RTL AT ROUTE 643	16925	Richmond	Primary	REALIGN INTERSECTION OF RTE 33 & RTE 54	18948	Non-Formula:State Match; RSTP (STP Regional);Federal	\$ 502,619	7%	Transfer recommended by District and MPO to close out completed project and fund scheduled project
U	Richmond	Secondary	RTE 643 - TURN LANES & MODIFY SIGNALS	17866	Richmond	Primary	REALIGN INTERSECTION OF RTE 33 & RTE 54	18948	CMAQ:Federal; CMAQ:State Match	\$ 176,706	4%	Transfer recommended by District and MPO to close out completed project and fund scheduled project
V	Richmond	Urban	ST ANDREWS ST. - REPLACE BRIDGE	90021	Richmond	Urban	RIVES ROAD - WIDEN TO FOUR LANES	15632	Local Project Contributions:Local Match; Urban Formula:Federal; Urban Formula:State Match	\$ 99,974	5%	Transfer of surplus funds recommended by District from a cancelled project to a scheduled project
W	Salem	Interstate	RTE 581 - INTERIM SAFETY/OPER. IMPROVE AT ELM AVE. - PE ONLY	80518	Salem	Interstate	Pavement Resurfacing and Drainage Improvements on I-81	93462	Interstate:Federal, Soft Match:Federal	\$ 8,268	1%	Transfer of surplus funds recommended by District to fund a scheduled project
X	Salem	Primary	RTE 221 - DEVELOP TO 4 LANES	57581	Salem	Primary	Roanoke River Parkway Environmental Remediation	99143	Primary Formula:State	\$ 45,000	1%	Transfer of surplus funds recommended by District from a completed project to fund a scheduled project
Y	Salem	Primary	RTE. 460 - "Wrong Way" Flashers at Int. Rte. 712 North	97473	Salem	Primary	RTE. 114 - replace signal at Rte. 681	98123	Primary Formula - State:Salem	\$ 3,235	1%	Transfer recommended by district to financially close out a completed project and fund a scheduled project
Z	Staunton	Interstate	Install Rumble Strips	97681	Staunton	Primary	STAUNTON GR - TASK #03	101894	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 176,989	8%	Transfer recommended by District and Traffic Engineering Division to financially close out a completed project and fund a scheduled project

CTB Monthly Transaction Report
July - August 2012

Row	District Donor Project	System Donor Project	Description Donor Project	Donor UPC	District Recipient Project	System Recipient Project	Description Recipient Project	Recipient UPC	Fund Type	Amount of Transfer from Donor UPC	% of Change	Reason for Transfer
AA	Staunton	Interstate	RTE 81 - SAFETY IMPROVEMENTS	56380	Staunton	Interstate	I-81 Exit 317 Extend NB decal lane	75883	Interstate:Federal; Interstate:State Match	\$ 90,971	6%	Transfer recommended by District to close out completed project and fund scheduled project
AB	Staunton	Interstate	RTE 81 - INTERCHANGE MODIFICATION, EXIT 310	75881	Staunton	Interstate	I-81 Exit 317 Extend NB decal lane	75883	Interstate:Federal; Interstate:State Match	\$ 1,250,000	3%	Transfer recommended by District to close out completed project and fund scheduled project
AC	Staunton	Interstate	RTE 81 - SAFETY IMPROVEMENTS, EXIT 213	79923	Staunton	Interstate	I-81 Exit 317 Extend NB decal lane	75883	Interstate:Federal; Interstate:State Match	\$ 334,029	6%	Transfer recommended by District to close out completed project and fund scheduled project
AD	Staunton	Primary	Route 257 over Dry River - Bridge and Approaches	90181	Staunton	Primary	Route 11 over North River - Bridge and Approaches	90092	Bridge Replacement:Federal; Soft Match:Federal	\$ 137,327	4%	Transfer of surplus funds recommended by District to fund a scheduled project
AE	Statewide	Miscellaneous	STATEWIDE STP SAFETY/HES BALANCE ENTRY	70700	Bristol; Northern Virginia	Primary	HRRR-Bristol Install signs, pava markers, & 6" edge lines, Construct Shared Use Path to existing Country Club Dr	98456; 90197	High Risk Rural:Federal; High Risk Rural:State Match; Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 98,670	1%	Transfer of surplus funds from the statewide balance entry line item recommended by District and Traffic Engineering Division to fund scheduled projects
AF	Statewide	Miscellaneous	STATEWIDE STP SAFETY/RAIL BALANCE ENTRY	70704	Richmond	Primary	Rt. 147 - Upgrade Detection Technology and Circuitry	100412	Rail Highway Crossings:Federal	\$ 156,443	1%	Transfer of surplus funds from the statewide balance entry line item recommended by District and Traffic Engineering Division to fund a scheduled project
AG	Statewide	Miscellaneous	STATEWIDE STP SAFETY/HES BALANCE ENTRY	70700	Northern Virginia	Primary	Construct Shared Use Path to existing Country Club Dr	90197	Highway Safety Improvements:Federal; Highway Safety Improvements:State Match	\$ 9,038	1%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the statewide balance entry line item to fund a scheduled project
AH	Statewide	Miscellaneous	STATEWIDE STP SAFETY/RAIL BALANCE ENTRY	70704	Richmond	Urban; Primary	Broad Rock Rd. - Interconnect RR Signals with Hwy Signals; Bells Rd - Interconnect RR signals with Hwy Signals; Rt. 147 - Upgrade Detection Technology and Circuitry	86550;86551;100412	Rail Highway Crossings:Federal; Rail Highway Crossings:State Match	\$ 19,610	1%	Transfer of surplus funds from the statewide balance entry line item recommended by District and Traffic Engineering Division to fund a completed project and a scheduled project

Transfers Less Than 10%



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD September 19, 2012

MOTION

Made By: Seconded By: Action:

Title: Utilization of Available Federal Funds and Obligation Authority

WHEREAS, Section 33.1-12 (9)(b) of the *Code of Virginia*, requires the Commonwealth Transportation Board (Board) to adopt by July 1 of each year a Six-Year Improvement 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, the Board adopted the FY 2013-2018 Six Year Improvement Program and FY-2013 Budget on June 20, 2012; and

WHEREAS, at the end of each federal fiscal year, the Federal Highway Administration (FHWA) makes available unused obligation authority, otherwise known as year end redistribution; and

WHEREAS, it is the desire of the Virginia Department of Transportation to request and be able to utilize additional allocations and obligation authority received as a result of year end redistribution; and

WHEREAS, it is the desire of the Commonwealth Transportation Board to ensure the maximum use of all available federal funds; and

WHEREAS, it is the desire of the Virginia Department of Transportation to utilize unused obligation authority as a part of the project close out procedures.

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board that authority is delegated to the Secretary of Transportation to take the necessary actions to provide for the utilization of additional federal allocation/ prior

Resolution of the Commonwealth Transportation Board
Utilization of Available Federal Funds and Obligation Authority
September 19, 2012
Page Two

unused balances and obligation authority received that are not accounted for in the Budget and Six-Year Improvement Program; and

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that authority is delegated to the Secretary of Transportation to take the necessary actions for VDOT to request additional federal funds and obligation authority from the year end redistribution conducted by the FHWA and to utilize such federal funds and obligation authority received and utilize prior unused balances in compliance with the Commonwealth Transportation Board policies

####

CTB Decision Brief

Utilization of Available Federal Funds and Obligation Authority

Issue: Additional federal funds and obligation authority are being made available to the Virginia Department of Transportation (VDOT) that are not incorporated into an approved budget and Six-Year Improvement Program (SYIP) as well as unused obligation authority as part of project close out procedures.

Facts: The Commonwealth Transportation Board (CTB) must adopt a SYIP of anticipated projects and programs by July 1st of each year in accordance with Section 33.1-12 (9)(b). The Program shall be based on the most recent official revenue forecasts and debt policy. The budget and available allocations in the SYIP are in part based on estimates of federal obligation. Each year, the Federal Highway Administration makes available to the States unused obligation authority, a process known as year end redistribution. Additionally, VDOT desires to utilize unused obligation authority as part of project close out procedures.

Recommendations: VDOT recommends the CTB to delegate the necessary authority to the Secretary of Transportation to ensure the utilization of additional federal funds received under year end redistribution and unused prior year balances that were not accounted for in the budget and SYIP.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to delegate authority to the Secretary of Transportation to take the necessary actions to utilize additional/prior unused balances of federal funds and obligation authority.

Result, if Approved: The Secretary will have the authority to take the necessary actions to utilize the additional/prior unused balance of federal funds and obligation authority.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: It is expected that the citizens of Virginia would support actions necessary to obtain and utilize available federal transportation funds as promptly as possible.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 19, 2012

MOTION

Made By: Seconded By: Action:

Title: Virginia Department of Transportation Agreement to Provide Funding for the Development of a Multi-Use Greenway Corridor Study Adjacent to the Proposed Southeast High Speed Rail Corridor

WHEREAS, The North Carolina Department of Transportation (NCDOT) and the Virginia Department of Transportation (VDOT) have expressed a need to identify funding for an amendment to the scope of work for the current Southeast High Speed Rail (SEHSR) II Final Environmental Impact Statement to include the development of a Greenway Corridor Study; and

WHEREAS, the Greenway Corridor Study can be used as the basis for future environmental documents for a proposed multi-use greenway adjacent to the portion of the SESHCR corridor in Virginia from Burgess, VA to the Virginia/North Carolina State Line; and

WHEREAS, VDOT has worked with NCDOT to develop a scope of work for this initiative with a cost estimate of \$305,270.80; and

WHEREAS, NCDOT and VDOT have jointly prepared an Interagency Agreement, identified as Attachment A, outlining the responsibilities and obligations of each party in development of a Greenway Corridor Study, including VDOT's agreement to pay NCDOT for the project; and

WHEREAS, the Commonwealth Transportation Board believes it to be in the best interest of the Commonwealth to enter into such agreement; and,

Resolution of the Board
Agreement to Provide Funding for the Development of a
Multi-Use Greenway Corridor Study Adjacent to the
Proposed Southeast High Speed Rail Corridor
September 19, 2012
Page Two

WHEREAS, § 33.1-12(10) of the *Code of Virginia* authorizes the Commonwealth Transportation Board to enter into contracts with other states.

NOW, THEREFORE, BE IT RESOLVED, the Commonwealth Transportation Board hereby approves this agreement and authorizes the Commissioner of Highways, acting on behalf of the Commonwealth Transportation Board, to execute the Interagency Agreement, or amendments thereto, between NCDOT and VDOT regarding the development of a Greenway Corridor Study.

####

Southeast High Speed Rail Corridor Multi-Use Greenway Corridor Study

CTB Decision Brief, September 2012

Subject: Virginia Department of Transportation Interagency Agreement to provide funding for the development of a Multi-Use Greenway Corridor Study, adjacent to the proposed Southeast High Speed Rail Corridor.

Background: The North Carolina Department of Transportation (NCDOT) and the Virginia Department of Transportation (VDOT) have expressed a need to amend the scope of work for the current Southeast High Speed Rail (SEHSR) II Final Environmental Impact Statement in order to include the development of a Greenway Corridor Study. These efforts have been coordinated with, and supported by the Virginia Department of Rail and Public Transportation (DRPT). The funds for the study have been allocated.

Purpose: A corridor study is required to determine potential environmental impacts, both to the human and natural environments, which could result from the proposed greenway. The proposed greenway is adjacent to the preferred SEHSR alternative described in the Tier II SEHSR Final Environmental Impact Statement. The Virginia portion of the multiuse greenway will extend from Burgess, VA to the Virginia/North Carolina state line. Approximately 65 miles of the study area is in Virginia and 55 miles of the study area are in North Carolina. An alignment for the Greenway has not been determined at this time.

Action: Engineering and consulting services will be contracted through NCDOT during this phase of the study. VDOT and NCDOT have jointly prepared an Interagency Agreement, identified as Attachment A to the resolution, outlining the general responsibilities and obligations of each party, including the funding to be provided by VDOT. The estimated cost to Virginia for this initiative is \$305,270.80. The funding provided by Virginia will be used only for the portion of the project that is physically within Virginia.

Public hearings were held in 2009 in Mecklenburg, Brunswick, and Dinwiddie Counties. Additionally, three public hearings were held in North Carolina.

The first deliverable of the study, the *Multi-use Trail Design Guidelines*, was also completed in December 2009.

Recommendation: VDOT recommends that the Interagency Agreement be approved and the authority to execute the agreement or any amendments thereto be provided to the Commonwealth Transportation Commissioner.

Action Requested of CTB: The CTB will be presented with a resolution for a formal vote in September 2012.

Result, if Approved: Commonwealth Transportation Commissioner will execute the Interagency Agreement or any necessary amendments.

Implication: If the CTB declines to approve the resolution, the Interagency Agreement will remain unsigned and the study will not move forward.

Public Comments/Reactions: None.

Funding for the Development of a Multi-Use Greenway Corridor Study Adjacent to the Proposed Southeast High Speed Rail (SEHSR) Corridor from Burgess, VA to the Virginia / North Carolina State Line

Interagency Agreement between the North Carolina Department of Transportation (NCDOT) and the Virginia Department of Transportation (VDOT)

The North Carolina Department of Transportation (NCDOT) and the Virginia Department of Transportation (VDOT) have expressed a need to identify funding for an amendment to the scope of work for the current SEHSR Tier II Final Environmental Impact Statement to include the development of a Greenway Corridor Study that can be used as the basis for future environmental documents for a proposed multi-use greenway adjacent to the portion of the SEHSR corridor in Virginia from Burgess, VA to the Virginia/ North Carolina State Line.

The goal of this proposed initiative is to develop and finalize a feasibility study-level document that can be used as the basis for future documents prepared under federal, state, or local guidelines (i.e. – NEPA or SEPA) and will result in a final location of a proposed greenway alternative parallel to the SEHSR corridor. VDOT has worked with NCDOT to develop a scope of work for this initiative, with a cost estimate of \$305,270.80 (prior billings on the project amounted to \$65,752.20 under the previous NCDOT-VDCR greenway agreement).

This agreement shall encompass the scope of work, project deliverables and schedule set forth in Attachment A dated July 2012 (SEHSR Scope of Work-Greenway Corridor Study along SEHSR in VA) (collectively, “Work Related to These Funds”. Please refer to Attachment A, for more information).

NCDOT will work cooperatively with VDOT on the above effort and make available to VDOT copies of all associated agreements and timelines/schedules. NCDOT agrees to make related files available to the either state’s Inspector General upon request. VDOT agrees to allow six months from the signing of this agreement for NCDOT to initiate the use of these funds, and until December 31st, 2014 for completion of all “Work Related to These Funds”. Funding not expended within the allocated time frame and any funding remaining after completion of all Work Related to These Funds will be returned to VDOT within a 30-day period after completion of all such work, but should all work not be completed by December 31, 2014, then funds thus far not expended shall be returned to VDOT no later than January 30, 2015. NCDOT agrees to provide VDOT a final summary of the use of these funds and an accomplishment report within 30 days of the completion of “Work Related to These Funds”, or expenditure of all funds, whichever is sooner.

PARTICIPATION IN THE STUDY: NCDOT will include representatives from VDOT and DRPT on the study team for the multi-use greenway. These representatives will be

invited to participate in all meetings related to the multi-use greenway portion of the SEHSR Tier II Final Environmental Impact Statement.

REPORTING OF PROGRESS: NCDOT will provide a quarterly progress report for this study to the Division Administrator of VDOT's Transportation and Mobility Planning Division. The first quarter will begin after the execution of this agreement. Each quarter thereafter, a progress report will be submitted to VDOT and NCDOT. The progress report should contain the status of work in the scope of work, and a one-number cost summary for each task for the project, as to funds spent. This should include percent physically complete versus percent of budget expended. It should also be reported whether or not the project is on target for on-time, on-budget completion.

PAYMENT: VDOT agrees to transfer \$305,270.80 to NCDOT as payment for the project listed in this agreement. Any funds not needed to complete the scope of work as originally defined will be returned to VDOT within 30 days after completion of the Work Related to These Funds along with the final progress report. NCDOT agrees that the total amount available for transfer from VDOT is limited to \$305,270.80, which represents the original amount of funds identified for the work, \$371,023, less prior billings of \$65,752.20.

The Parties agree that VDOT's agreement to transfer the funds specified herein is subject to the legal availability of said funds.

EXECUTION: The parties have caused the Agreement to be duly executed intending to be bound thereby.

Gene Conti, Secretary
North Carolina Department of Transportation

_____ Date: _____

Gregory A. Whirley, Commissioner
Virginia Department of Transportation

_____ Date: _____



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean Connaughton
Chairman

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

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 19, 2012

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes
Interstate 464 and Route 337 (Poindexter Street) Interchange
City of Chesapeake

WHEREAS, Interstate 464, and its interchanges, including the Route 337 (Poindexter Street) Interchange, was designated as a Limited Access Highway by the State Highway Commission of Virginia, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956; and,

WHEREAS, Route 337(Elm Avenue/Poindexter Street), which included the Jordan Bridge over the Elizabeth River, provided an important link between the cities of Portsmouth and Chesapeake; and,

WHEREAS, the Jordan Bridge was constructed in 1928, and operated as a private, tolled, vertical-lift drawbridge until 1977 when ownership and operation was taken over by the City of Chesapeake until structural deficiencies made its closure by the City of Chesapeake necessary in November, 2008, which severed the Route 337 (Elm Avenue/Poindexter Street) connection between the City of Portsmouth and the City of Chesapeake (City); and,

WHEREAS, on January 7, 2009, the City approved plans for a new bridge to be constructed adjacent to the existing Jordan Bridge, and accepted the proposal from Figg Bridge Developers, LLC, (Developers) to construct a high-level, fixed-span, private toll bridge utilizing 100% private funding for construction and operation; and,

WHEREAS, action by the Virginia General Assembly on March 27, 2009, designated the replacement of the Jordan Bridge as an emergency, and subsequently, the City entered into agreement with the Developers to construct the said bridge; and,

WHEREAS, the City, in connection with its approval of the bridge project, and Coast Guard, in connection with various permit applications, provided opportunities for public involvement and comments in the consideration of the replacement bridge and approaches; and,

WHEREAS, given these considerations, the Virginia Department of Transportation (VDOT) has determined that the economic, social, and environmental effects of the proposed bridge replacement project have been sufficiently examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; and,

WHEREAS, as part of the design review for the said bridge replacement project, VDOT, the Federal Highway Administration (FHWA), the City and the Developers have determined that the most practical and feasible configuration to connect the eastern approach of the new bridge to the I-464/Route 337 (Poindexter Street) Interchange requires modifications to that interchange; and,

WHEREAS, these modifications, chosen from a broad spectrum of candidate alternates, have been developed, reviewed, and approved by FHWA, VDOT, the City and the Developers through the Interchange Justification Report (IJR) process; and,

WHEREAS, VDOT, FHWA, the City, and the Developers have reached consensus on the design of the eastern terminus of the said bridge project modifying the tie into the west side of the Interstate 464 and Route 337 (Poindexter Street) Interchange, requiring relocation of part of Route 337 (Poindexter Street) to the southeast, and to the east, Truxton Street, a City street which functions as part of the ramp in the northwest quadrant of the interchange; and,

WHEREAS, the CTB by resolution dated June 16, 2010 approved the changes to the limited access control limits and location as shown on the “Exhibit for Limited Access Line South Norfolk Jordan Bridge” dated April 2, 2010 and revised May 19, 2010; and,

WHEREAS, under the design-build process further design changes have been made regarding the location of Truxton Street Relocated and the location of toll equipment which will require a shift of the existing termini point and limited access line, and the extinguishment of a portion of the existing limited access control along Interstate 464 Ramp A east of its existing termini; and shifting the existing east limited access

control along Truxton Street to the east and west of the current location to follow generally the relocation of Truxton Street to match the modified configuration of the interchange; and,

WHEREAS, VDOT and the FHWA have determined that the said final limited access control changes are appropriate from a safety and traffic control standpoint; and,

WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and,

WHEREAS, VDOT and the FHWA staff have determined there will be no adverse environmental impacts; and,

WHEREAS, all project costs, including of right of way, design, engineering construction, operation and all necessary safety improvements, are entirely privately funded, and will be borne by the Developer, as there are no public funds involved; and,

WHEREAS, no compensation shall be due to the Department in consideration of the proposed limited access control changes, due to the transportation benefit of the replacement bridge connection between the two cities; and,

WHEREAS, upon completion and acceptance of the proposed bridge project and changes by VDOT, all work, roadway construction, improvements and equipment will become the property of the City or Developer, as previously determined by the agreement; and,

NOW, THEREFORE, BE IT RESOLVED, in accordance with the provisions of §33.1-58 of the Code of Virginia (1950), as amended, the CTB hereby approves the said limited access control changes for public street purposes as set forth below, and subject to the above referred to conditions, as shown on Sheet 1 titled “Exhibit for Limited Access Line South Norfolk Jordan Bridge” dated August 21, 2012, being a shift in a portion of the limited access line paralleling Ramp A to a location parallel to Route 337 (Poindexter Sheet), the change beginning at Station 75+00.07 (Poindexter Street Relocated) with the revised termini of the limited access control in the southwest interchange quadrant for existing Interstate 464 Ramp A, ending 65.03 feet right of Station 77+71.63 (Poindexter Street Relocated); and the shift of the limited access control line in the northwest interchange quadrant along Truxton Street Relocated beginning 102.76 feet (left) opposite Station 20+88+46 (Truxton Street Relocated) and ending 10.03

Resolution of the Board
Limited Access Control Changes – Interstate 464 and Route 337 (Poindexter Street)
Interchange
City of Chesapeake
September 19, 2012
Page Four

feet (left) opposite Station 14+36.11 (Truxton Street Relocated), being a location outside of Outer Connector Loop B, in accordance with the statutes of Virginia and in accordance with the Commonwealth Transportation Board policies. The Commissioner of Highways, is hereby authorized to execute any and all documents needed to comply with this resolution.

###

CTB Decision Brief
Interstate 464 and Route 337 (Poindexter Street) Interchange
South Norfolk Bridge Replacement Project
City of Chesapeake
Limited Access Control Changes

Issues: Limited Access Control is proposed to be modified at the Interstate 464 and Route 337 (Poindexter Street) Interchange due to the replacement of the Jordan Bridge adjacent to its former location.

Facts:

- The purpose of this project is to restore the Route 337 (Elm Avenue/Poindexter Street) connection between the City of Portsmouth and the City of Chesapeake (City) which was severed due to the closure of the Jordan Bridge by the City in November, 2008, resulting from structural deficiencies.
- Action by the Virginia General Assembly on March 27, 2009, designated the replacement of the Jordan Bridge as an emergency, and subsequently, the City entered into an agreement with Figg Bridge Developers, LLC, (Developers) to construct the said bridge.
- The Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA), the City and the Developers have determined and reached consensus on the design to connect the eastern approach of the new bridge to the west side of the Interstate 464 and Route 337 (Poindexter Street) Interchange, through the Interchange Justification Report (IJR) process, requiring modifications particularly to portions of Route 337 (Poindexter Street), and Truxton Street, which results in the requirement for limited access control changes to the interchange to accommodate these modifications.
- The City, by letter dated August 7, 2009, supports the final design alignment of the I-464 and Route 337 (Poindexter Street) Interchange, which includes the said street relocations and limited access control changes in accordance with the IJR and by letter dated May 8, 2012 supported the limited access control changes.
- VDOT and the FHWA have determined that the said limited access control changes are appropriate from a safety and traffic control standpoint based on the global traffic analysis contained in the IJR. The FHWA has also concurred in these final modifications to the said limited access control.
- All right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements.
- VDOT and the FHWA staff have determined there will be no adverse environmental impacts.
- All project costs, including of right of way, design, engineering construction, operation and all necessary safety improvements, are entirely privately funded, and will be borne by the Developers, as there are no public funds involved.
- No compensation shall be due to the Department in consideration of the proposed limited access control changes due to the transportation benefit of the replacement bridge connection between the two cities.

CTB Decision Brief
Interstate 464 and Route 337 (Poindexter Street) Interchange
South Norfolk Bridge Replacement Project
City of Chesapeake
Limited Access Control Changes
Page Two

- Upon completion and acceptance of the proposed bridge project and changes by VDOT, all work, roadway construction, improvements and equipment will become the property of the City or Developers, as previously determined by the agreement.
- Any easements for access, light and/or air necessary to accommodate the said proposed interchange modifications shall be acquired by the Developer in the name of the Commonwealth by deed without demand or consideration, or donated to the Commonwealth by the City or Developers by deed.

Recommendation: VDOT recommends that the Commonwealth Transportation Board (CTB) find and concur with the aforesaid VDOT recommendations and approve the said limited access control changes for public street purposes as set forth in the resolution.

Action Required by CTB: Section 33.1-58 of the *Code of Virginia* requires a majority vote of the CTB authorizing the recommended changes to existing limited access control. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with this resolution.

Options. Approve, Deny, or Defer.

Public Comments/Reactions:



COMMONWEALTH of VIRGINIA

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

Gregory A. Whirley
Commissioner
September 4, 2012

The Honorable Sean T. Connaughton
The Honorable Gregory A. Whirley
The Honorable Thelma D. Drake
The Honorable Jim D. Bowie
The Honorable James E. Rich
The Honorable Cord A. Sterling
The Honorable Aubrey Laynes, Jr.
The Honorable Mark J. Peake
The Honorable J. Douglas Koelemay
The Honorable Roger Cole
The Honorable Dana M. Martin
The Honorable James A. Davis
The Honorable Hollis d. Ellis
The Honorable F. Gary Garczynski
The Honorable James L. Keen
The Honorable Allen L. Louderback
The Honorable W. Sheppard Miller, III

Subject: Approval of Limited Access Control Changes (LACC) for the Interstate 464 and Route 337 (Poindexter Street) Interchange, City of Chesapeake

Dear Commonwealth Transportation Board Members:

Hampton Roads District initiated the above request for your consideration. Action by the Virginia General Assembly on March 27, 2009, designed the replacement of the Jordon Bridge as an emergency. As designed, a portion of the privately funded South Norfolk Jordan Bridge Project requires LACC for the Interstate 464 and Route 337 Interchange. The Traffic analysis and Environmental review have been evaluated as part of the Federal Highway Administration Interchange Justification Report process, and both the City and Coast Guard have had public involvement opportunities during the project approval and permit process. I am of the opinion that these actions satisfy the requirements of Title 24, section 30, Chapter 401 of the Virginia Administration Code.

The Department's staff has reviewed, concurred, and recommended the proposed LACC. I have reviewed the Staff's recommendations and determined that granting these LACC will not adversely affect the safety or operation of the affected highway network, and it is critical to the project schedule for the CTB to consider this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Malcolm T. Kerley".

Malcolm T. Kerley, P. E.
Chief Engineer

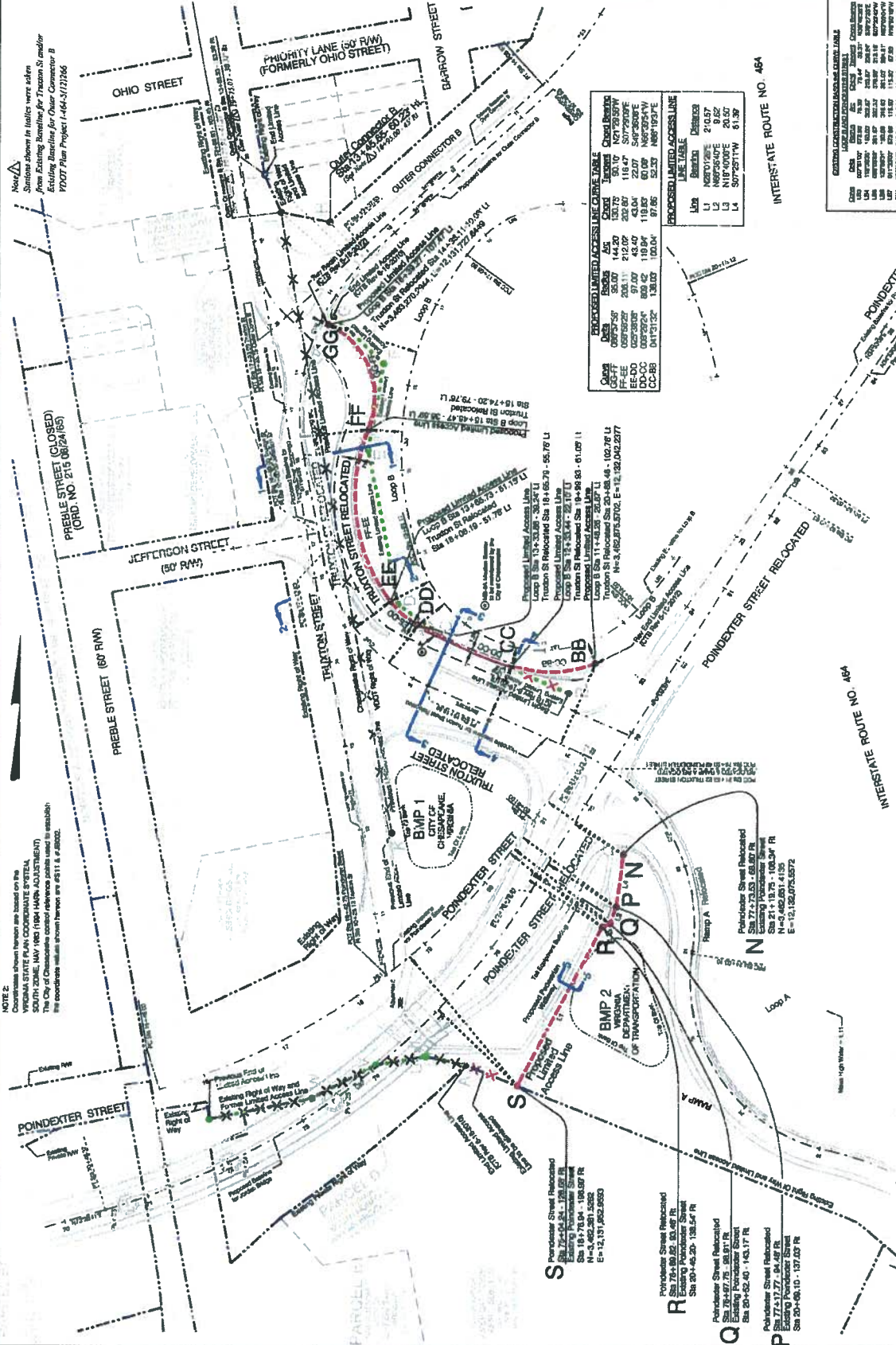
DATE	DESCRIPTION

South Norfolk Jordan Bridge
 for South Norfolk Jordan
 Bridge Property, LLC
 Chesapeake & Portsmouth, Virginia



Exhibit for Limited Access Line
 South Norfolk Jordan Bridge
 engineering services inc
 175 S. Chesapeake Road, Chesapeake, VA 23042
 Phone: (757) 424-1111
 Fax: (757) 424-1112
 Email: info@engrsvcs.com

PROJECT NO.	1464-3/121266
DATE	6/16/2010
SCALE	AS SHOWN
DRAWN BY	
CHECKED BY	
DATE	



NOTE 2
 Elevation numbers are based on the
 VIRGINIA STATE PLAN COORDINATE SYSTEM,
 SOUTH ZONE, MAY 1983 (1984 HARN ADJUSTMENT).
 The City of Chesapeake control reference points used to establish
 the coordinate system shown herein are 05111 & 05202.

NOTE 3
 Stationing shown in italics were taken
 from Existing Bandlines for Truitt St. and/or
 Existing Bandlines for Outer Connector B.
 PDOT Plan Project 1464-3/121266

PROPOSED LIMITED ACCESS LINE CHAIN TABLE

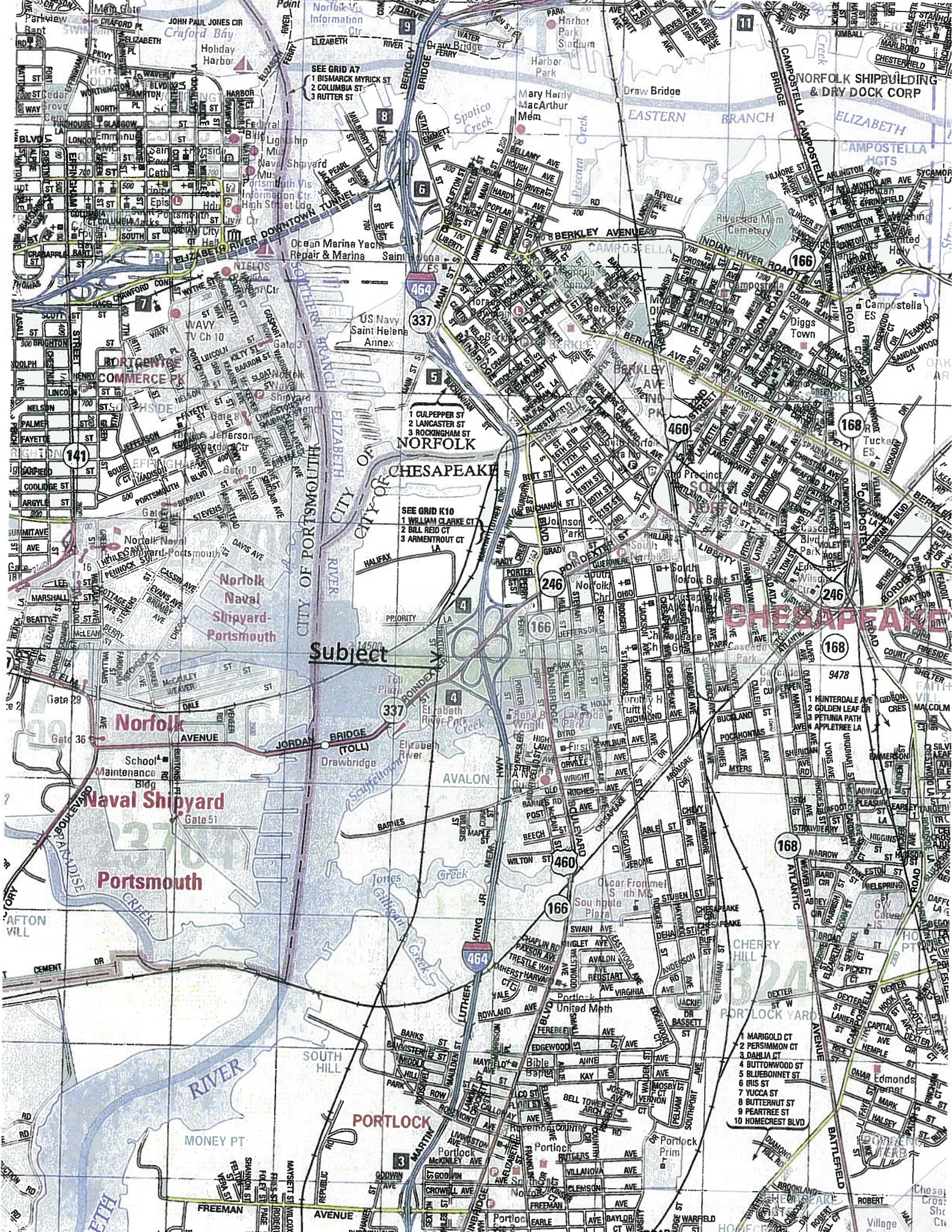
CHAIN	START	END	CHAIN	START	END
AA	0+00.00	0+100.00	CC	100+00.00	100+100.00
BB	0+100.00	0+200.00	DD	100+100.00	100+200.00
CC	0+200.00	0+300.00	EE	100+200.00	100+300.00
DD	0+300.00	0+400.00	FF	100+300.00	100+400.00
EE	0+400.00	0+500.00	GG	100+400.00	100+500.00
FF	0+500.00	0+600.00	HH	100+500.00	100+600.00
GG	0+600.00	0+700.00	II	100+600.00	100+700.00
HH	0+700.00	0+800.00	JJ	100+700.00	100+800.00
II	0+800.00	0+900.00	KK	100+800.00	100+900.00
JJ	0+900.00	1+000.00	LL	100+900.00	1+000.00
KK	1+000.00	1+100.00	MM	100+1000.00	100+1100.00
LL	1+100.00	1+200.00	NN	100+1100.00	100+1200.00
MM	1+200.00	1+300.00	OO	100+1200.00	100+1300.00
NN	1+300.00	1+400.00	PP	100+1300.00	100+1400.00
OO	1+400.00	1+500.00	QQ	100+1400.00	100+1500.00
PP	1+500.00	1+600.00	RR	100+1500.00	100+1600.00
QQ	1+600.00	1+700.00	SS	100+1600.00	100+1700.00
RR	1+700.00	1+800.00	TT	100+1700.00	100+1800.00
SS	1+800.00	1+900.00	UU	100+1800.00	100+1900.00
TT	1+900.00	2+000.00	VV	100+1900.00	100+2000.00
UU	2+000.00	2+100.00	WW	100+2000.00	100+2100.00
VV	2+100.00	2+200.00	XX	100+2100.00	100+2200.00
WW	2+200.00	2+300.00	YY	100+2200.00	100+2300.00
XX	2+300.00	2+400.00	ZZ	100+2300.00	100+2400.00
YY	2+400.00	2+500.00			
ZZ	2+500.00	2+600.00			

PROPOSED LIMITED ACCESS LINE CHAIN TABLE

LINE	START	END	LINE	START	END
L1	0+00.00	0+100.00	L3	100+00.00	100+100.00
L2	0+100.00	0+200.00	L4	100+100.00	100+200.00
L3	0+200.00	0+300.00			
L4	0+300.00	0+400.00			

INTERSTATE ROUTE NO. 464

● PREVIOUS
 ● EXISTING (CTB 6/16/2010)
 ● PROPOSED (2012)



Subject

NORFOLK
CHESAPEAKE

CHESAPEAKE

Norfolk

Naval Shipyard

Portsmouth

PORTLOCK

PORT LOCK YARD

- 1 MARIGOLD CT
- 2 PERSIMMON CT
- 3 DAHLIA CT
- 4 BUTTWOOD ST
- 5 BLUEBONNET ST
- 6 IRIS ST
- 7 YUCCA ST
- 8 BUTTERNUT ST
- 9 PEARTREE ST
- 10 HOMECREST BLVD

SEE GRID A7
1 BISMARCK MYRICK ST
2 COLUMBIA ST
3 RUTTER ST

SEE GRID K10
1 CULPEPPER ST
2 LANCASTER ST
3 RICHINGHAM ST

SEE GRID J10
1 WILLIAM CLARKE CT
2 BILL RED CT
3 ARMENTROUT CT

SEE GRID J10
1 WILLIAM CLARKE CT
2 BILL RED CT
3 ARMENTROUT CT

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

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

The meeting was called to order by the Chairman.

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

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

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

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

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.43, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,084.56 for work by the A. B. Railroad, making a total of approximately \$14,500.00 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 1807-24, Route 600, S. End of Bridge over Clayhams Mill Creek-0.984 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of \$37,455.14 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 681, (E. of Pisano)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,855.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.50 for work by State Forces (not included in contract), making a total of approximately \$141,880.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,300.00 Federal Funds. Motion carried.

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

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.512 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

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

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

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



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean Connaughton
Chairman

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

(804) 786-1830
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Agenda item # New Business I

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 16, 2010

MOTION

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

Title: Limited Access Control Changes
Interstate 464 and Route 337 (Poindexter Street) Interchange
City of Chesapeake

WHEREAS, Interstate 464, and its interchanges, including the Route 337 (Poindexter Street) Interchange, was designated as a Limited Access Highway by the State Highway Commission of Virginia, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956; and,

WHEREAS, Route 337(Elm Avenue/Poindexter Street), which included the Jordan Bridge over the Elizabeth River, provided an important link between the cities of Portsmouth and Chesapeake; and,

WHEREAS, the Jordan Bridge was constructed in 1928, and operated as a private, tolled, vertical-lift drawbridge until 1977 when ownership and operation was taken over by the City of Chesapeake until structural deficiencies made its closure by the City of Chesapeake necessary in November, 2008, which severed the Route 337 (Elm Avenue/Poindexter Street) connection between the City of Portsmouth and the City of Chesapeake (City); and,

WHEREAS, on January 7, 2009, the City approved plans for a new bridge to be constructed adjacent to the existing Jordan Bridge, and accepted the proposal from Figg Bridge Developers, LLC, (Developers) to construct a high-level, fixed-span, private toll bridge utilizing 100% private funding for construction and operation; and,

Resolution of the Board
Limited Access Control Changes – Interstate 464 and Route 337 (Poindexter Street
Interchange)
City of Chesapeake
June 16, 2010
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WHEREAS, action by the Virginia General Assembly on March 27, 2009, designated the replacement of the Jordan Bridge as an emergency, and subsequently, the City entered into agreement with the Developers to construct the said bridge; and,

WHEREAS, the City, in connection with its approval of the bridge project, and Coast Guard, in connection with various permit applications, provided opportunities for public involvement and comments in the consideration of the replacement bridge and approaches; and,

WHEREAS, given these considerations, the Virginia Department of Transportation (VDOT) has determined that the economic, social, and environmental effects of the proposed bridge replacement project have been sufficiently examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; and,

WHEREAS, as part of the design review for the said bridge replacement project, VDOT, the Federal Highway Administration (FHWA), the City and the Developers have determined that the most practical and feasible configuration to connect the eastern approach of the new bridge to the I-464/Route 337 (Poindexter Street) Interchange requires modifications to that interchange; and,

WHEREAS, these modifications, chosen from a broad spectrum of candidate alternates, have been developed, reviewed, and approved by FHWA, VDOT, the City and the Developers through the Interchange Justification Report (IJR) process; and,

WHEREAS, VDOT, FHWA, the City, and the Developers have reached consensus on the design of the eastern terminus of the said bridge project modifying the tie into to the west side of the Interstate 464 and Route 337 (Poindexter Street) Interchange, requiring relocation of part of Route 337 (Poindexter Street) to the southeast, and to the east, Truxton Street, a City street which functions as part of the ramp in the northwest quadrant of the interchange; and,

WHEREAS, the said street relocations will require a relocation of the existing termini point and limited access line, and the proposed extinguishment of a portion of the existing limited access control along Interstate 464 Ramp A east of its existing termini; and shifting the existing east limited access control along Truxton Street to the east of the current location to follow generally the relocation of Truxton Street to match the modified configuration of the interchange as discussed in the approved IJR; and,

WHEREAS, the City, by letter dated August 7, 2009, supports the final design alignment of the I-464 and Route 337 (Poindexter Street) Interchange, which includes the said street relocations and limited access control changes; and,

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Limited Access Control Changes – Interstate 464 and Route 337 (Poindexter Street)
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WHEREAS, VDOT and the FHWA have determined that the said limited access control changes are appropriate from a safety and traffic control standpoint based on the global traffic analysis contained in the IJR, subject to further review and approval; and

WHEREAS, by letter dated June 8, 2010, FHWA concurred in the modifications to the limited access control; and,

WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and,

WHEREAS, VDOT and the FHWA staff have determined there will be no adverse environmental impacts; and,

WHEREAS, all project costs, including of right of way, design, engineering construction, operation and all necessary safety improvements, are entirely privately funded, and will be borne by the Developer, as there are no public funds involved; and,

WHEREAS, no compensation shall be due to the Department in consideration of the proposed limited access control changes, due to the transportation benefit of the replacement bridge connection between the two cities; and,

WHEREAS, upon completion and acceptance of the proposed bridge project and changes by VDOT, all work, roadway construction, improvements and equipment will become the property of the City or Developer, as previously determined by the agreement; and,

WHEREAS, any easements for access, light and/or air necessary to accommodate the said proposed interchange modifications shall be acquired by the Developer in the name of the Commonwealth by deed without demand or consideration, or donated to the Commonwealth by the City or Developer by deed.

NOW, THEREFORE, BE IT RESOLVED, in accordance with the provisions of §33.1-58 of the Code of Virginia (1950), as amended, the CTB hereby approves the said limited access control changes for public street purposes as set forth below, and subject to the above referred to conditions, as shown on the plans for Federal Project Number I-464-5(12)266, and referenced on Sheet 1 titled “Exhibit for Limited Access Line South Norfolk Jordan Bridge” dated April 02, 2010, and revised May 19, 2010, being the revised termini of the limited access control in the southwest interchange quadrant for existing Interstate 464 Ramp A, at 139.69 feet (right) opposite Station 18+50.36 (Existing Route 337 (Poindexter Street) centerline); and the shift of the limited access control in the northwest interchange quadrant along existing Truxton Street from 18.02 feet (right) opposite Station 13+80.39 (Existing Truxton Street baseline) to 41.27

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Limited Access Control Changes – Interstate 464 and Route 337 (Poindexter Street)
Interchange
City of Chesapeake
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feet (right) opposite Station 19+27.91 (Existing Truxton Street baseline) to a location outside of Outer Connector Loop B along Truxton Street Relocated beginning at 53.02 feet (left) opposite Station 11+79.35 (Outer Connector Loop B baseline) to 27.81 feet (left) opposite Station 13+03.62 (Outer Connector Loop B baseline) to 45.00 feet (left) opposite Station 13+60.03 (Outer Connector Loop B baseline) to 38.37 feet (left) opposite Station 15+24.15 (Outer Connector Loop B baseline) to 33.11 feet (left) opposite Station 16+17.44 (Outer Connector Loop B baseline) and ending 105.31 feet (left) opposite Station 16+48.71(Outer Connector Loop B baseline), in accordance with the statutes of Virginia and in accordance with the Commonwealth Transportation Board policies. The Acting Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

###



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

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

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Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 19, 2012

MOTION

Made By:

Seconded By:

Action:

**Title: Proposed Limited Access Control and Limited Access Control Changes
I-264, Midtown Tunnel and MLK Expressway Extension Projects
City of Norfolk and City of Portsmouth**

WHEREAS, Interstate 264, and its interchanges, including the Frederick Boulevard and Des Moines Avenue Interchanges, was designated as a Limited Access Highway by the State Highway Commission of Virginia, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956; and,

WHEREAS, the Route 58 (Martin Luther King Highway, Old Harbor Drive) and London Boulevard interchange was designated as a Limited Access Highway by the City of Portsmouth on November 10, 1965; and,

WHEREAS, the limited access control lines of Route 58 (Martin Luther King Highway, Old Harbor Drive) between London Boulevard and the Midtown Tunnel were changed from the original location established with the construction of the Second Elizabeth River Tunnel and Approaches Project by the construction of the Pinners Point Interchange Project 0164-124-F04, C501, RW-201 and those changes were approved by Commonwealth Transportation Board in a resolution dated August 20, 1998; and,

WHEREAS, VDOT entered into a Comprehensive Agreement with Elizabeth River Crossings OPCO LLC ("ERC") to develop, construct, operate and maintain improvements to the Downtown Tunnel, Midtown Tunnel and Martin Luther King Expressway (the "Project") pursuant to a long-term concession arrangement; and

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Limited Access Control and Limited Access Control Changes – Interstate 264, Midtown
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WHEREAS, ERC entered into a Design-Build Construction Contract with SKW Constructors, a Skanska, Kiewit, Weeks Joint Venture, (“SKW” or “Contractor”) to design and construct the Project; and

WHEREAS, the Project will necessitate changes to the existing limited access control lines established by the above resolutions and the extension of limited access highway designation along the Martin Luther King Expressway Extension; and,

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

WHEREAS, design public hearings were held on May 3rd and May 4th of 2011 for the purpose of soliciting comments regarding the proposed improvements and the various project features; and,

WHEREAS, VDOT and the FHWA have determined that the said limited access control changes are appropriate from a safety and traffic control standpoint based on the traffic analysis contained in the IJR, subject to further review and approval during the design build process; and

WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and,

WHEREAS, VDOT and the FHWA staff have determined there will be no adverse environmental impacts; and,

WHEREAS, no compensation shall be due to the VDOT in consideration of the proposed limited access control changes, due to the transportation benefit of the proposed roadways and tunnel facilities.

NOW THEREFORE BE IT RESOLVED, in accordance with the provisions of §33.1-58 of the Code of Virginia (1950), as amended, the CTB hereby finds and concurs with the determination set forth herein and approves the said limited access control changes for public transportation purposes as set forth below, and subject to the above referred to conditions:

I-264 and MLK Expressway Interchange

At the I-264 and Frederick Boulevard Interchange the existing limited access control line along existing Ramp C is changed to be wider to accommodate relocated Ramp C and new Ramp EN. The change begins at the existing limited access line at Ramp C station 801+47.65 and extends east along Ramp C to station 809 +39.87 where it connects to the existing limited access line.

Resolution of the Board

Limited Access Control and Limited Access Control Changes – Interstate 264,
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City of Norfolk and City of Portsmouth

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Along Frederick Boulevard, southeast of the Proposed Ramp C connection, the limited access control is extended further eastward beginning at the end of the existing limited access control opposite Frederick Boulevard station 3003+20.80 and ending opposite station 3004+25.00.

Along the south side of I-264, east of the crossing of the Norfolk & Portsmouth Beltline Railroad crossing, the existing limited access line is changed to be wider to the southeast to accommodate new Ramp EN. The change begins opposite I-264 station 1421+91.29 and extends east along Ramp EN to I-264 station 1424+76.80, where it connects to the existing limited access line. The proposed limited access line change begins again at approximate Ramp EN station 345+42 and continues around Ramp EN to the beginning of the MLK Expressway (MLK) and continues along the eastern side of the MLK until it connects to the existing I-264 limited access line opposite approximate I-264 station 1438+57.

Along the north side of I-264 the existing limited access line is changed to be wider to accommodate Ramp WN and Stormwater Pond 20 by following the southern right of way line of Columbus Avenue from I-264 station 1441+97.10 and continuing along the south right of way line of South Street until it connects to the existing I-264 limited access line opposite I-264 station 1449+16.35. Further, the existing I-264 westbound on ramp from South Street is hereby closed by extending the limited access line across the opening between I-264 stations 1450+33.63 and 1451+13.50.

Midtown Tunnel Approaches

The modification of the existing limited access control line at the Portsmouth approach is made to include the proposed tunnel support building within the limited access area of westbound Route 58. The proposed change in the limited access line begins at the existing limited access line, left and opposite approximate Route 58 westbound station 88+25.58 and continues northeast to a point left and opposite station 90+29.26 and continues southeast connecting to the existing limited access line at a point right and opposite station 91+32.31.

On the Norfolk approach, the proposed limited access line starts at the existing limited access line at the bulkhead line, left and opposite Route 58 westbound station 121+16.21 and continues parallel to the Route 58 westbound lane until connecting with the existing limited access line left and opposite station 128+53.07.

Also on the Norfolk approach, the proposed change begins on the existing limited access line at a point left and opposite approximate Route 58 westbound

Station 130+ 96 where the new limited access line will run parallel to Route 58 westbound to a point opposite approximate station 131+10, where a break is established for the Elizabeth River Trail. Beginning again on the northeast side of the Elizabeth River Trail, left and opposite approximate Route 58 westbound station

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Limited Access Control and Limited Access Control Changes – Interstate 264,
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131+25, the proposed limited access line is parallel to Route 58 westbound and between the westbound lanes and Proposed Access Road N. The proposed limited access line connects to the existing limited access line opposite station 137+70.59 and turns northwest to follow the existing northern right of way for Olney Road. The proposed limited access line continues to the northeast paralleling to Ramp N and connects to the existing limited access line opposite station 138+81.46.

BE IT FURTHER RESOLVED, in accordance with the provisions of §33.1-58 of the Code of Virginia (1950), as amended, the CTB hereby designates the Route 58/MLK Expressway Extension as Limited Access Highways with the Limited Access Control being established as follows:

That the MLK Expressway Extension, located on new location between I-264 and existing Route 58 at High Street, is designated a limited access highway with the limited access lines beginning on the northern existing right of way line of Columbus Avenue at a point left (west) of proposed Ramp SW, a point right (east) of the MLK Expressway and points left and right of proposed Ramp WN; and the limited access line continues north until the proposed ramps join the MLK and that the limited access line continues north along both sides of the MLK until ending at the existing south right of way line of Turnpike Road. Thence beginning again at the north existing right of way line of Turnpike Road and continuing along both side of the MLK until ending at the existing south right of way line of County Street. Thence beginning again at the north existing right of way line of County Street and continuing along both side of the MLK until ending at the existing south right of way line of High Street. Thence beginning again at the north existing right of way line of High Street and continuing along both side of the MLK until ending at the existing south right of way line of Queen Street. Thence beginning again at the north existing right of way line of Queen Street and continuing along both side of the MLK Expressway until connecting with the existing limited access lines of the Route 58 and London Boulevard Interchange at approximate station 1044+41 on the east side and approximate station 1046+38 on the west side.

BE IT FURTHER RESOLVED, that the Commissioner of Highways is hereby authorized to execute any and all documents needed to comply with this resolution.

###

CTB Decision Brief
I-264, Midtown Tunnel and MLK Expressway Extension Projects
City of Norfolk and City of Portsmouth
Limited Access Control Changes and Designation

Issues: Limited Access Control is proposed to be modified along existing Interstate 264, between the Frederick Boulevard and Des Moines Avenue Interchanges; and, along existing Route 58 on both approaches to the Elizabeth River Midtown Tunnel; and to designate the Martin Luther King (MLK) Expressway extension, between the Pinners Point Interchange and I-264 as a limited access highway with limited access control.

Facts:

- The purpose of these Projects are to provide a new tunnel under the Elizabeth River, update the existing tunnel, extend the MLK Expressway to connect to I-264 with a new interchange and make other improvement associated therewith.
- These Projects are being built under a Comprehensive Agreement with Elizabeth River Crossings OPCO LLC (“ERC”) who will develop, construct, operate and maintain improvements to the Downtown Tunnel, Midtown Tunnel and Martin Luther King Expressway (the “Project”) pursuant to a long-term concession arrangement and under a Design-Build Construction Contract between with SKW Constructors, a Skanska, Kiewit, Weeks Joint Venture.
- ERC and SKW have continued the development of final design and engineering plans for these Projects and have recommended proposed right of way and limited access lines for the various roadways
- Public participation meeting have been held to present the proposed roadway designs and to receive comments and incorporate appropriate changes.
- VDOT and the FHWA have determined that the said limited access control changes are appropriate from a safety and traffic control standpoint based on the analysis contained in the IJR and other studies and the FHWA has also concurred in these final modifications to the said limited access control.
- All right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements.
- VDOT and the FHWA staff have determined there will be no adverse environmental impacts.
- No compensation shall be due to the Department in consideration of the proposed limited access control changes due to the transportation benefit of the Projects.
- Upon completion and acceptance of the proposed Project and improvements by VDOT, all work, roadway construction, improvements and equipment will become the property of the Commonwealth and will be operated and maintained in accordance with the Comprehensive Agreement.

Recommendation: VDOT recommends that the Commonwealth Transportation Board find and concur with the aforesaid VDOT recommendations and approve the said limited access control changes for I-264 and the Midtown Tunnel and the designation of the MLK Expressway extension of a limited access highway for public transportation purposes as set forth in the resolution. Decision Brief

I-264, Midtown Tunnel and MLK Expressway Extension Projects
City of Norfolk and City of Portsmouth
Limited Access Control Changes and Designation
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Action Required by CTB: The *Code of Virginia* requires a majority vote of the Commonwealth Transportation Board (CTB) authorizing the recommended changes to existing limited access control. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with this resolution.

Options. Approve, Deny, or Defer.



COMMONWEALTH of VIRGINIA

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

Gregory A. Whirley
Commissioner

September 4, 2012

The Honorable Sean T. Connaughton
The Honorable Gregory A. Whirley
The Honorable Thelma D. Drake
The Honorable Jim D. Bowie
The Honorable James E. Rich
The Honorable Cord A. Sterling
The Honorable Aubrey Laynes, Jr.
The Honorable Mark J. Peake
The Honorable J. Douglas Koelemay
The Honorable Roger Cole
The Honorable Dana M. Martin
The Honorable James A. Davis
The Honorable Hollis D. Ellis
The Honorable F. Gary Garczynski
The Honorable James L. Keen
The Honorable Allen L. Louderback
The Honorable W. Sheppard Miller, III

Subject: Approval of Limited Access Control Changes (LACC) for the Interstate 264 and Midtown Tunnel and Designation as a Limited Access Highway the MLK Expressway Extension, Cities of Norfolk and Portsmouth

Dear Commonwealth Transportation Board Members:

Elizabeth River Crossing OPCO, LLC initiated the above request for your consideration, as a part of the project development process. Based on the approved design, the MLK Expressway Extension requires a LACC for Interstate 264 and the second crossing of the Elizabeth River will require a LACC to the existing limits of the Midtown Tunnel. In addition, the MLK Expressway extension needs to be designated as a Limited Access Highway so that all of this facility will function as an expressway. The traffic analysis and environmental review have been evaluated as part of the Federal Highway Administration Interchange Justification Report process, and VDOT had public involvement opportunities during the various project's approval process. I am of the opinion that these actions satisfy the requirements of Title 24, section 30, Chapter 401 of the Virginia Administration Code.

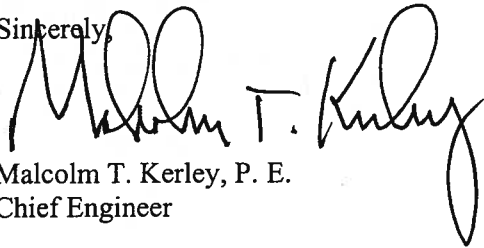
Subject: Approval of Limited Access Control Changes (LACC) for the Interstate 264 and Midtown Tunnel and Designation as a Limited Access Highway the MLK Expressway Extension, Cities of Norfolk and Portsmouth

September 4, 2012

Page Two

The Department's staff has reviewed, concurred, and recommended the proposed LACC and the MLK Expressway designation as a Limited Access Highway. I have reviewed the Staff's recommendations and determined that granting these LACC and designation will not adversely affect the safety or operation of the affected highway network, and it is critical to the project schedule for the CTB to consider this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Malcolm T. Kerley". The signature is written in a cursive style with a large, looped initial "M".

Malcolm T. Kerley, P. E.
Chief Engineer

PROJECT NUMBER	008-965-107
PROJECT NAME	P101
DATE	58
STATE	VA
COUNTY	
CITY	
CONTRACT NUMBER	
CONTRACT DESCRIPTION	
CONTRACTOR	Parsons Brinckerhoff, Inc. Norfolk, Virginia
ENGINEER	Parsons Brinckerhoff, Inc. Norfolk, Virginia
DESIGNER	
CHECKER	
DATE	
SCALE	
SHEET NO.	101

DESIGN FOR CONSTRUCTION OR TO REGULATION AND CONTROL OF THE PROJECT MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

- UTILITY OWNERS:**
- Electric: Dominion Virginia Power
 - Gas: Columbia Gas Transmission
 - Sanitary: Northern Neck Sanitation District
 - Telephone: Verizon Communications
 - Water: A/R/T
 - Storm Sewer: City of Norfolk
 - Highway: Virginia Department of Transportation
 - City: City of Norfolk

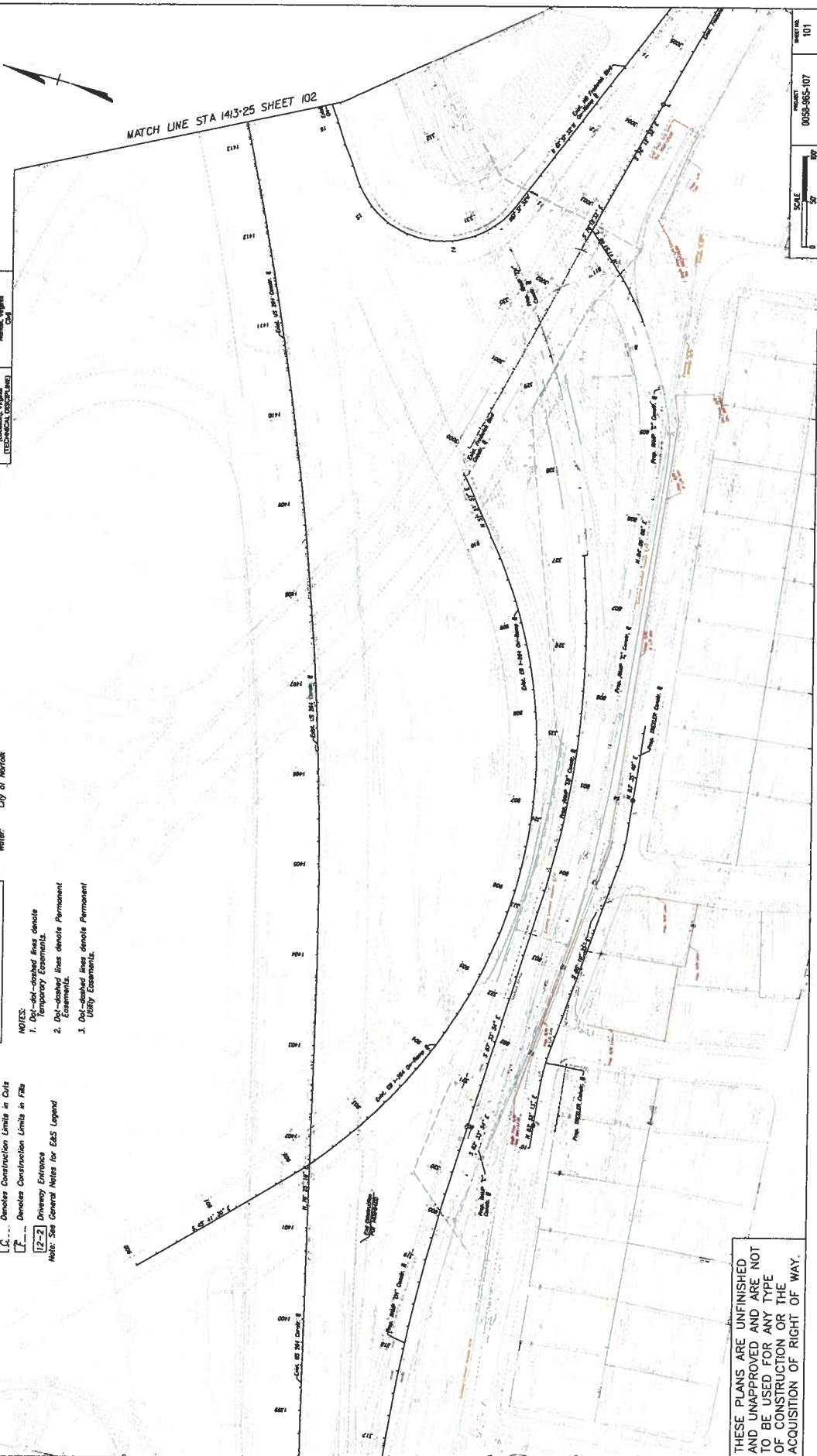
- Structure To Be Abandoned
- Structure To Be Removed
- Pipe To Be Abandoned
- Pipe To Be Removed
- Old Limit For Abandoned Or Removed Pipe

- NOTES:**
1. Dashed lines denote Temporary Easements
 2. Dotted lines denote Permanent Easements
 3. Dotted lines denote Permanent Utility Easements

- LEGEND**
- Denotes Proposed Pavement
 - Denotes Demolition of Existing Bridge
 - Denotes Demolition of Pavement
 - Denotes Proposed Milling, Sealing and/or Overlay
 - Denotes Construction Limits in Cuts
 - Denotes Construction Limits in Fills
 - Driveway Entrance

Note: See General Notes for E&S Legend

MATCH LINE STA 143+25 SHEET 102



THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE	1" = 20'
SHEET NO.	101
PROJECT NUMBER	008-965-107

PROJECT MANAGER: [Name]
 DESIGNER: [Name]
 CHECKER: [Name]
 DATE: [Date]

PROJECT MANAGER: [Redacted]
 DESIGNER: [Redacted]
 DESIGNED BY: [Redacted]

LEGEND
 [Symbol] Denotes Proposed Pavement
 [Symbol] Denotes Demolition of Existing Bridge
 [Symbol] Denotes Demolition of Pavement
 [Symbol] Denotes Proposed Utility Building and/or Overlay
 [Symbol] Denotes Construction Limits in Cuts
 [Symbol] Denotes Construction Limits in FRTs
 [Symbol] Driveway Entrance
 Note: See General Notes for EBS Legend

[Symbol] Structures To Be Abandoned
 [Symbol] Pipe To Be Removed
 [Symbol] Pipe To Be Removed
 [Symbol] Pipe Limit For Abandoned Or Removed Pipe

NOTES:
 1. Dashed-dashed lines denote Temporary Elements.
 2. Dotted lines denote Permanent Elements.
 3. Dotted lines denote Permanent Utility Elements.

UTILITY OWNERS:
 Virginia Electric Power
 Virginia Natural Gas
 Columbia Gas Transmission
 District
 Northern Roads Solutions
 Verizon Communications
 AT&T Communications
 Chesapeake Telephone
 Chesapeake Telephone
 Transportation Department of
 Virginia Department of
 Transportation
 City of Norfolk
 City of Norfolk
 City of Norfolk

NOISE	DATE	PROJECT	SHEET NO.
VA	58	0058-965-107	102
DESIGN REVISIONS RELATIVE TO CONSTRUCTION ON TO REGULATION AND CONTROL OF TMATIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE AGENCY.			
Parsons Brinckerhoff, Inc. Norfolk, Virginia 205 1915 1000 1000 1000			



MATCH LINE STA 1426+75 SHEET 103

MATCH LINE STA 1413+25 SHEET 101

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE: 1" = 50'
 PROJECT: 0058-965-107
 SHEET NO. 102

PROJECT NUMBER: 0069-085-107
 SURVEYED BY: [Name]
 DESIGN SUPERVISOR BY: [Name]
 DESIGNED BY: [Name]

REVISION	DATE	BY	DESCRIPTION
59			

ACTION FEATURES RELATIVE TO CONSTRUCTION
 OR TO REGULATION AND CONTROL OF TRAFFIC
 ARE TO BE INDICATED BY THE SYMBOLS AND
 NOTATIONS AS SHOWN ON THIS SHEET AS NECESSARY
 TO THE COMPLETION OF THE PROJECT.

Company Name
 (FEDERAL CONTRACTOR)

Virginia, Inc.
 Norfolk, Virginia
 Chesapeake, Virginia

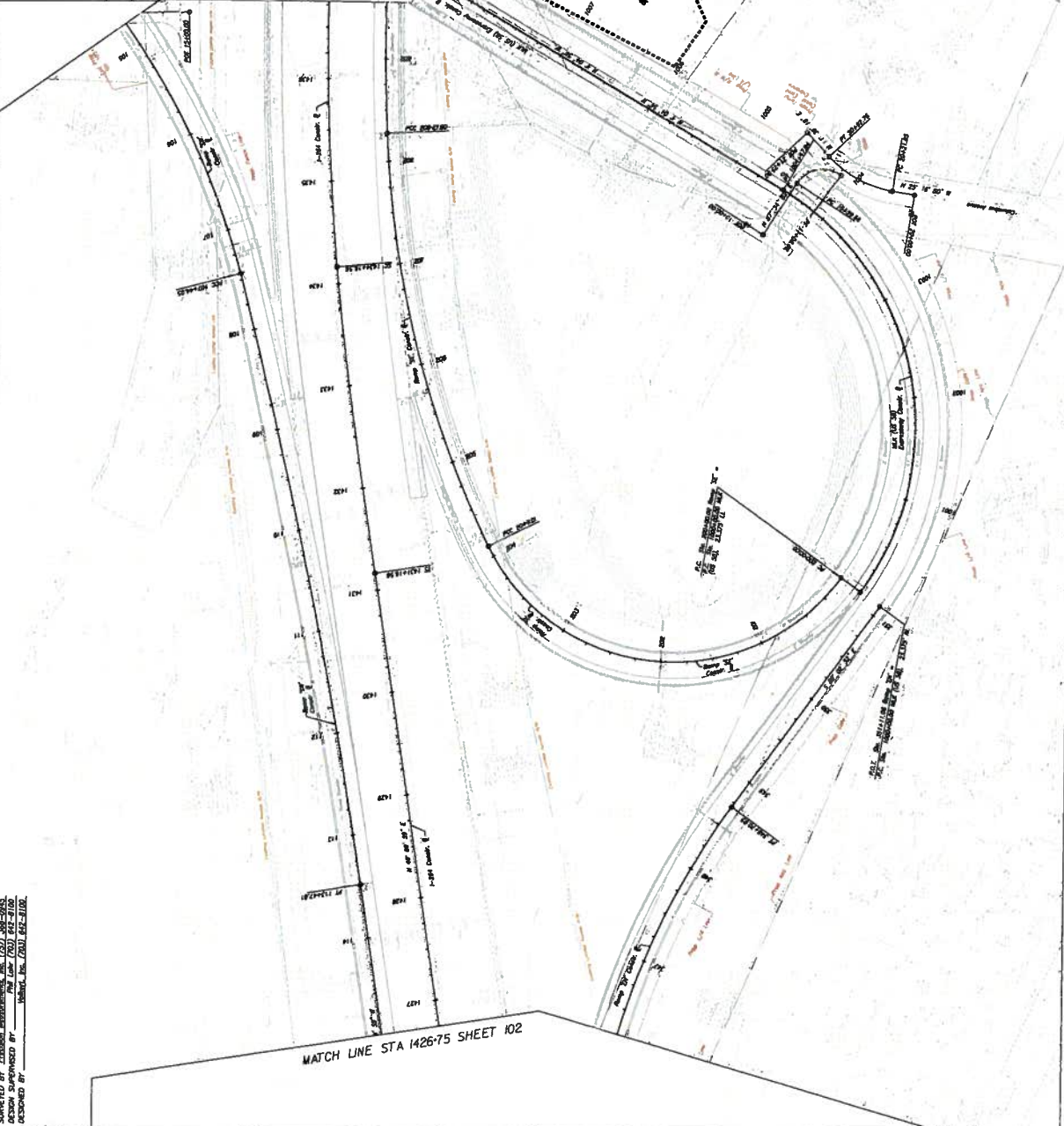
- LEGEND**
- ▭ Demote Proposed Pavement
 - ▭ Demote Demolition of Existing Bridge
 - ▭ Demote Demolition of Pavement
 - ▭ Demote Pavement Utility
 - ▭ Demote Pavement Utility
 - ▭ Demote Construction Limits in Cuts
 - ▭ Demote Construction Limits in Fills
 - ▭ Demote Entrance
 - ▭ 12-3
- Note: See General Notes for EAS Legend

- NOTES**
1. Dot-dash-dashed lines denote Temporary Statements.
 2. Dot-dashed lines denote Permanent Statements.
 3. Dot-dashed lines denote Permanent Utility Statements.

STRUCTURES TO BE ABANDONED

- ⊖ Structure To Be Abandoned
- ⊖ Pipe To Be Abandoned, Plugged & Filled
- ⊖ Pipe To Be Removed
- ⊖ Pay Limit For Abandoned Or Removed Pipe

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.



- UTILITY OWNERS:**
- Atlantic Virginia River
 - Chesapeake Bay
 - Virginia Natural Gas
 - Columbian Gas Transmission
 - Sanitary District
 - Telephone District
 - Verizon Communications
 - A&T Communications
 - County of Norfolk
 - City of Norfolk
 - Virginia Department of Transportation
 - City of Norfolk

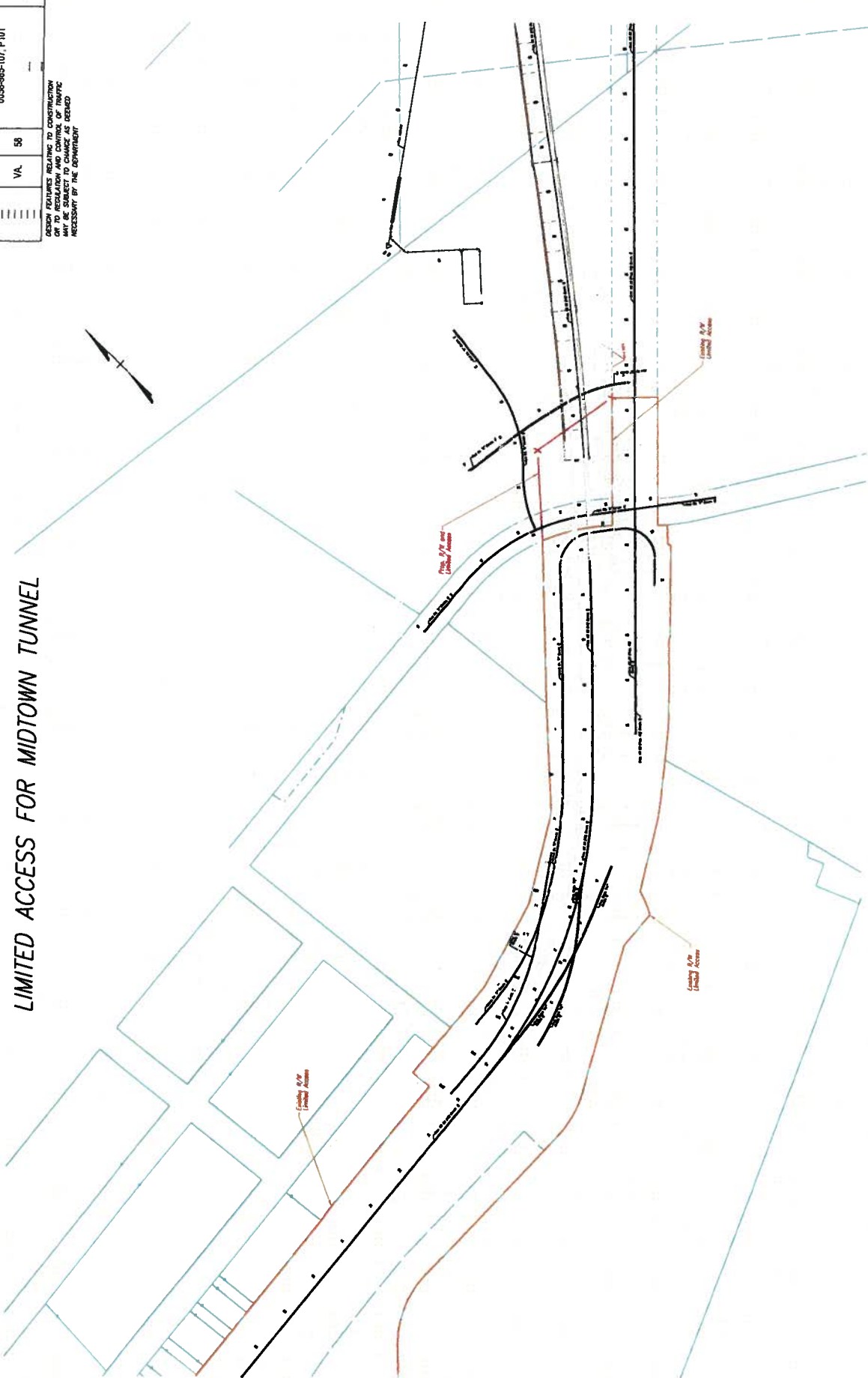
SCALE	1" = 50'
SHEET NO.	103

PROJECT MANAGER: [Name] (703) 488-1000
 DESIGN SUPERVISOR: [Name] (703) 488-1000
 DESIGNED BY: [Name] (703) 488-1000

LIMITED ACCESS FOR MIDTOWN TUNNEL

STATE	VA
ROUTE	58
PROJECT	0059-965-107, P101
SHEET NO.	1

DESIGN FEATURES RELATIVE TO CONSTRUCTION
 SHALL BE SUBJECT TO CHANGE AS DEEMED
 NECESSARY BY THE DEPARTMENT



SCALE	1" = 100'
PROJECT	0059-965-107
SHEET NO.	1

5/20/12

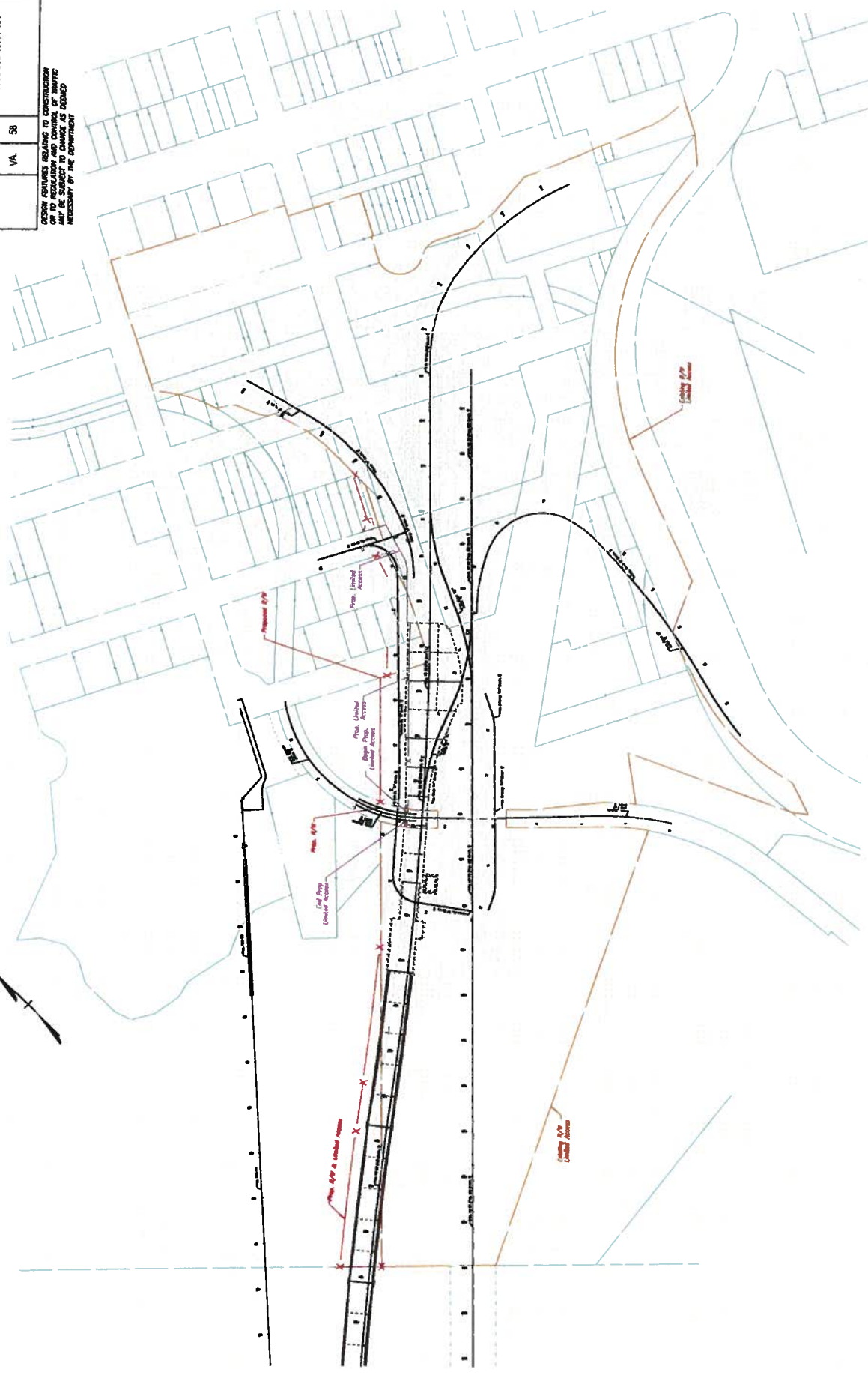
LIMITED ACCESS FOR MIDTOWN TUNNEL

PROJECT MANAGER: Frank G. ...
 DESIGNED BY: ...
 CHECKED BY: ...
 DATE: ...



REVISED	DATE	BY	REASON
	VA. 59		
PROJECT NUMBER			0059-985-107, P101
SHEET NO.			1

DESIGN FEATURES RELIANT ON CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE AGENCY



SCALE	PROJECT	SHEET NO.
0 100 200	0059-985-107	1

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

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

The meeting was called to order by the Chairman.

The Chairman read a letter from Mr. Howard 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 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.56 for work by the A. & D. Railroad, making a total of approximately \$14,500.00 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 1807-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.264 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of \$87,455.18 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$76,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 681, (E. of Pissaro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,855.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,880.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,320.00 Federal Funds. Motion carried.

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

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.812 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

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

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

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

November 9, 1965

were present:

At a regular meeting of the City Council, held on November 9, 1965, there

R. Irvine Smith, Jack P. Barnes, John L. Dillon, Burrell R. Johnson, L. L. Knight, W. T. Leary, A. P. Johnson, Jr., City Manager, and M. A. Korb, Jr., City Attorney.

The meeting was opened with prayer by Mr. Johnson.
Minutes of previous meeting were read and approved.
The Chair greeted visitors from schools present in audience.

65-282a- A joint public hearing by the City Council and Portsmouth Redevelopment and Housing Authority, regarding an amendment to Fort Nelson Place project, was held.

No one spoke in regard to the amendment.

On motion of Mr. Knight, the following ordinance was approved on first reading:

"ORDINANCE OF THE COUNCIL OF THE CITY OF PORTSMOUTH, VIRGINIA, APPROVING THE REDEVELOPMENT PLAN AS AMENDED BY AMENDMENT NO. 4 FOR FORT NELSON PLACE PROJECT NO. VA R-6"

The following reports from the City Manager were read:

65-283 - "I submit the attached ordinance and recommend that it be placed on first reading. This closes a portion of Virginia Avenue, lying between Detroit and Wesley Streets.

This has been requested by the Portsmouth Industrial Foundation, and has been approved by the Planning Commission.

A report of the viewers is attached hereto."

On motion of Mr. Barnes, the following ordinance was approved on first reading, without dissenting vote:

"AN ORDINANCE TO CLOSE A PORTION OF VIRGINIA AVENUE"

65-284 - "I submit the attached ordinance and recommend that it be placed on first reading.

This authorizes the advertising of a lease for the use of the Frank D. Lawrence Stadium for conducting professional baseball games.

The lessee shall have the right and privilege of renewing this lease for seven additional and consecutive years.

The bids will be received at 11:00 a.m. on December 23, 1965."

On motion of Mr. Dillon, the following ordinance was approved on first reading, without dissenting vote:

"ORDINANCE PROPOSING TO LEASE TO THE PERSON OR PERSONS OR TO THE CORPORATION, HEREAFTER TO BE ASCERTAINED IN THE MANNER PRESCRIBED BY LAW, FRANK D. LAWRENCE STADIUM FOR THE TERM AND UPON THE CONDITIONS STATED HEREIN"

65-285 - "I submit the attached ordinance and recommend that it be placed on first reading. This amends the Fire and Police Retirement Ordinance relating to ordinary disability retirement allowances.

This amendment provides that no member will receive less than 20% of average final compensation, retiring under this section of the Retirement Ordinance.

This provision was omitted when the original ordinance was amended to decrease the required number of years from 15 to 5, in order to be eligible for a non-service connected disability retirement."

On motion of Mr. Johnson, the following ordinance was approved on first reading, without dissenting vote:

"AN ORDINANCE TO AMEND SECTION 26-79 OF THE CODE OF THE CITY OF PORTSMOUTH, VIRGINIA, 1961, TO PROVIDE THAT THE MINIMUM ORDINARY DISABILITY RETIREMENT ALLOWANCE SHALL NOT BE LESS THAN TWENTY PER CENT (20%) OF THE AVERAGE FINAL COMPENSATION"

65-286 - "I submit the attached ordinance and recommend that it be placed on first reading. This appropriates \$19,000 for the purchase of property in Pinners Point.

The property is located at 208 and 213 Pinners Avenue, and is planned to be used for the expansion of the marine terminal in Pinners Point."

On motion of Mr. Johnson, the following ordinance was approved on first reading, without dissenting vote:

held in Leary

November 9, 1965

"AN ORDINANCE TO APPROPRIATE \$19,000 FROM THE GENERAL CAPITAL IMPROVEMENT FUND FOR THE PURCHASE OF 208 PINNERS AVENUE AND 213 PINNERS AVENUE"

65-287 - "I recommend that I be authorized to advertise for sale surplus city property located in the Washington Heights area of the City. This is a small residue of property left over when the Greenwood Drive right-of-way was obtained, and is of no value to the City."

Motion of Mr. Barnes to concur in the recommendation of the City Manager was adopted, without dissenting vote.

65-288 - "At this time, I would like to report that Dr. John Wesley Gales has been appointed as the new Director of the Portsmouth City Health Department.

Dr. Gales will assume his duties on December 2, 1965.

I would also like to request that the City Council appoint Dr. Gales to the Portsmouth Mosquito Control Commission. He will fill the vacancy created by Dr. S. A. Graham."

Motion of Mr. Barnes that Dr. Gales be appointed to the Portsmouth Mosquito Control Commission was adopted, without dissenting vote.

65-289 - "I recommend that the City Council declare the interchange to be constructed at Harbor Drive and the new Glasgow-London Street expressway a limited access area, This is requested in order that the State Highway Department will fence this interchange at the time of construction. In order for the State Highway Department to comply with this request, action by the City Council is necessary."

Motion of Mr. Dillon to concur in the recommendation of the City Manager was adopted, without dissenting vote.

-UNFINISHED BUSINESS-

was taken up and read: 65-273 - The following ordinance, approved on first reading at last meeting,

"ZONING AMENDMENT ORDINANCE Z 65-23"

On motion of Mr. Knight, the ordinance was adopted, and by the following vote:

Ayes: Smith, Barnes, Dillon, Johnson, Knight, Leary
Nays: None

was taken up and read: 65-273 - The following ordinance, approved on first reading at last meeting,

"ZONING AMENDMENT ORDINANCE Z 65-24"

Vote: On motion of Mr. Johnson, the ordinance was adopted, and by the following

Ayes: Smith, Barnes, Dillon, Johnson, Knight, Leary
Nays: None

was taken up and read: 65-274 - The following ordinance, approved on first reading at last meeting,

"AN ORDINANCE TO APPROPRIATE \$5,000.00 FROM THE GENERAL CAPITAL IMPROVEMENT FUND FOR THE PURCHASE OF PROPERTY AT 1830 QUEEN STREET"

vote: On motion of Mr. Barnes, the ordinance was adopted, and by the following

Ayes: Smith, Barnes, Dillon, Johnson, Knight, Leary
Nays: None

was taken up and read: 65-275 - The following ordinance, approved on first reading at last meeting,

"AN ORDINANCE TO APPROPRIATE \$15,000.00 FROM THE GENERAL CAPITAL IMPROVEMENT FUND FOR THE RENOVATION OF THE COURTHOUSE TO PROVIDE FACILITIES FOR THE JUVENILE AND DOMESTIC RELATIONS COURT"

vote: On motion of Mr. Knight, the ordinance was adopted, and by the following

Ayes: Smith, Barnes, Dillon, Johnson, Knight, Leary
Nays: None

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

1401 E. Broad Street
Richmond, Virginia
August 20, 1998
10:00 a.m.

1. Public Comment
2. Action on Additions, Abandonments or Other Changes in the Secondary System from July 1, 1998 through July 31, 1998
3. Action on Transfer of Secondary Route 608 from the Secondary System to the Primary System of Highways: Augusta County
4. Action on City Street Mileage
5. Conveyances: Route 23 - City of Norton
Route 220 - Town of Rocky Mount
Route 615 - City of Virginia Beach
6. Action on Bids Received July 28, 1998
7. Consultant Agreement: Statewide landscape design services
(A) Provide professional services related to landscape design for miscellaneous projects
Land Planning & Design Associates, Inc.
- Consultant Agreement: Open-ended limited services contract to
(B) provide all types of surveying on an as needed basis

Two and one-half year survey/photogrammetry contract
Salem District
Anderson & Associates, Inc.

Two and one-half year survey/photogrammetry contract
Staunton District
Anderson & Associates, Inc.

8-20-98

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

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

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

Motion carried.

Item 9:

Moved by Mr. Prettyman, seconded by Mr. Porter, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, on September 20, 1990, the location of the Midtown Tunnel and Pinner's Point Interchange was approved as presented at the February 27 and 28, 1990 Location Public Hearing; and a Design Public Hearing was held Monday, January 6, 1997, between 4:00 p.m. and 8:00 p.m. at the Port Norfolk Elementary School, located at 3101 Detroit Street in Portsmouth, Virginia, for the purpose of considering the proposed major design features of The Pinner's Point Interchange, Route 164/Route 58, Project 0164-124-F04, PE-101, RW-201, C-501, B-638 thru B-646 from 0.25 mile west of the east end of the West Norfolk Bridge to west end Midtown Tunnel in the City of Portsmouth, Virginia; and

8-20-98

WHEREAS the major design features of this project were approved by the Commonwealth Transportation Board on May 21, 1998 in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's Engineers with the following modifications:

1. Bayview Boulevard will be restored to its original two lane configuration without signals.
2. The bike and walk structure from Bayview Boulevard will be located on the bridge structure rather than the existing embankment area of the old structure.
3. A screen will be placed on the new structure where it spans Tarmac property.
4. The designer will study alternate substructure designs to minimize visual obstruction to the Historic District of Port Norfolk. Any change to the design that can significantly improve the view without a significant increase in cost will be evaluated.

NOW, THEREFORE, BE IT RESOLVED that the Pinner's Point Interchange/Route 164 be designated as a Limited Access Highway for Project 0164-124-F04,RW-201,C-501 (beginning station 116+68 to ending station 91+4.66) and Project 0164-124-F04,RW-201,C-501 (beginning station 3+75.91 and extending to the tie-in with Project 0164-124-F04,RW-201,C-501) to include all loops, ramps and tie-ins as designated on the plans in accordance with the Code of Virginia and in accordance with the policy of the Commonwealth Transportation Board.

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

Motion carried.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

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

(804) 786-1830
Fax: (804) 225-4700
Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 19, 2012

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Change (LACC), Route 267, Fairfax County

WHEREAS, the Federal Aviation Administration (FAA), on behalf of the United States of America, acquired property, designed and built the Dulles Airport Access Road (DAAR), from I-495 to the Washington Dulles International Airport to serve airport users; and,

WHEREAS, the FAA specifically restricted the number and specifically determined the location of points of public access and egress for the said DAAR; and,

WHEREAS, the United States of America, by and through the Secretary of Transportation, leased the Property for the DAAR to the Metropolitan Washington Airports Authority (MWAA), by lease dated March 2, 1987, therefore, assuming the activities formerly of the FAA; and,

WHEREAS, the Virginia Department of Highways and Transportation, predecessor to the Virginia Department of Transportation (VDOT), entered into an agreement with the FAA on January 10, 1983, to construct, reconstruct, operate and maintain a limited access toll road (Dulles Toll Road [DTR]) along the DAAR corridor; and,

WHEREAS, Route 267, between Interstate 66 and Interstate 495, in Fairfax County, was designed and built as Federal Highway Project 34-5(6) by the United States Department of Transportation, Federal Aviation Administration (FAA), and was designated as a Limited Access Highway as a design feature of the project; and,

WHEREAS, the State Highway and Transportation Commission, predecessor to the Commonwealth Transportation Board (CTB), by Resolution dated August 20, 1981, and the CTB by Resolution dated October 26, 1988, approved the location and design features of the DTR, now designated as Route 267, including its designation as a limited access highway in Fairfax County; and,

WHEREAS, due to continued design refinement of the Dulles Corridor Metrorail Project (DCMP), MWAA and VDOT have identified and requested various proposed shifts and changes to the right of way and/or limited access control on various routes intersecting the DCMP corridor, as shown on the plan drawings for said Project, and specifically described as:

Route 267 (Dulles Connector Road), DRAWING FIG-N01-P-003, being a proposed limited access control change to locate Pond #12, within the loop ramp (Ramp O) of the southeast existing limited access control of Route 267 (DCR) eastbound, with non-signalized access from shoulder of Ramp O between eastbound Route 267 (DCR) to northbound Route 123 (Dolly Madison Boulevard), with safety improvements, as required, for operation and maintenance of the said pond facilities; and,

Route 267 (Dulles Toll Road), DRAWING FIG-N95-R-001, being a proposed southeast shift of the northwest limited access control of Route 267 (DTR) westbound, approved by the Commonwealth Transportation Board on March 17, 2010, beginning at a point 149.33 feet opposite Station 485+45.87 (Project ROW baseline); thence, to a point 132.52 feet opposite Station 485+45.06 (Project ROW baseline); thence, to a point 130.91 feet opposite Station 486+63.03 (Project ROW baseline); thence 146.91 feet opposite Station 489+37.41 (Project ROW baseline), tying into the existing limited access control to accommodate electrical manholes for the proposed traction power substation (TPSS) and maintenance access to the manholes as well as access to the associated storm water management pond; and,

Route 267 (Dulles Toll Road), DRAWING FIG-N95-R-004, being a proposed southerly shift of the northerly limited access control of Route 267 (DTR) westbound, beginning at a point 144.20 feet opposite Station 513+84.23 (Project ROW baseline); thence, to a point 116.04 feet opposite Station 513+84.23 (Project ROW baseline); thence, to a point 116.01 feet opposite Station 513+98.92 (Project ROW baseline); thence 139.39 feet opposite Station 516+52.84 (Project ROW baseline), to accommodate the location of a Dominion Virginia Power meter and switch gear and provide maintenance access to the meter and switch gear from the Washington and Old Dominion Railroad Regional Park Bike Trail; and,

Route 267 (Dulles Toll Road), DRAWING FIG-N05-R-006, being a proposed relocation of the limited access break along the northeast revised existing limited access control of Route 267 (DTR) westbound, approved by Resolution of the Commonwealth

Transportation Board on October 20, 2010, located at a point 185.64 feet opposite Station 557+00.74 (Project ROW baseline), to a point 181.32 feet opposite Station 557+26.93 (Project ROW baseline), for a distance of 41.69 feet to the east to begin at a point 192.53 feet opposite Station 556+59.05 (Project ROW baseline), and end at a point 184.20 feet opposite Station 557+09.57 (Project ROW baseline), to accommodate the finalized location of the proposed Wiehle Avenue Station North Pedestrian Bridge linking the proposed Wiehle Avenue Metrorail Station with the bus and parking facilities to the north; and,

WHEREAS, the design of the proposed rail alignment and the train control facilities have been coordinated with Fairfax County's Comprehensive Plan, and VDOT's SYIP, and does not preclude any planned improvements; and,

WHEREAS, VDOT has determined that the said proposed access from within limited access controlled right of way, as aforesaid, to include any safety improvements, as required, is appropriate from a design, safety and traffic control standpoint subject to further review and approval; and,

WHEREAS, VDOT has determined that the requirements for a global traffic analysis, locality support, environmental and air quality conformity review, and public notices separate from those made for the said Project, as set forth in Title 24, Section 30, Chapter 401 of the Virginia Administrative Code, are not applicable to this request as the said Project does not significantly impact the operation of the DTR; and,

WHEREAS, VDOT has determined that the requirements for compensation in consideration of the said proposed access shall not be required as the access is to accommodate a public transportation project; and,

WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and,

WHEREAS, all costs of engineering and construction, including all necessary safety improvements will be borne by MWAA; and,

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

WHEREAS, upon completion and acceptance of the said proposed access by VDOT, all work, roadway construction, improvements and equipment will remain the property of the Commonwealth or become the property of the FAA, as appropriate, with land rights and maintenance responsibilities within Route 267 remaining as previously defined.

Resolution of the Board
Limited Access Control Change - Route 267
Fairfax County
September 19, 2012
Page Four

NOW, THEREFORE, BE IT RESOLVED, in accordance with the provisions of Sections 33.1-25 and 33.1-58 of the *Code of Virginia* (1950), as amended, the Commonwealth Transportation Board hereby finds and concurs with the determinations set forth herein and approves the said access for Dulles Metrorail facilities, for public street and other transportation purposes as set forth, pending the approval of same by MWAA, and subject to the above referred to conditions and restrictions. The Commissioner of Highways is hereby authorized to execute any and all documents needed to comply with this resolution.

#####

CTB Decision Brief
Right of Way and Limited Access Control Changes
Routes 267
Fairfax County

Issues: Due to continued design refinement of the Dulles Corridor Metrorail Project (DCMP), the Metropolitan Washington Airport Authority (MWAA) and VDOT have identified and requested various proposed shifts and changes to the right of way and/or limited access control on various routes intersecting the DCMP corridor, as shown on the plan drawings for said Project. By Agreement with the Federal Aviation Administration (FAA), VDOT has the maintenance and operations responsibility for the Route 267 (Dulles Toll Road [DTR]). The FAA leased the land rights and responsibilities of said corridor to MWAA, to include assuming the activities of the FAA in the agreement between FAA and VDOT.

Facts:

- VDOT staff has approved, with restrictions and conditions, the design plans for the said proposed shifts and changes of the right of way and limited access control, with entrance from the shoulder of Route 267, requiring additional review and approval as they are completed.
- VDOT staff has determined that the said proposed shifts and changes of the right of way and limited access control, and entrance are viable from a safety and traffic control standpoint subject to safety and security improvements as required.
- VDOT has determined that these changes are consistent with normal design-build project requirements and that Chapter 401 of 24 VAC 30 of the Virginia Administrative Code has been met as a part of the project development for the DCMP.
- MWAA shall perform all construction associated with the said proposed entrance, and shifts and changes in the right of way and limited access control, with any safety or security improvements, as required, to the specifications approved by VDOT.
- All costs for the said proposed entrance, and shifts and changes in the right of way and limited access control, and any safety or security improvements will be borne by the DCMP.
- Upon completion of the said proposed entrance, and shifts and changes in the right of way and limited access control by MWAA, and acceptance by VDOT, all work, roadway construction, improvements and equipment will become the property of the Commonwealth or FAA, as appropriate, with land rights, maintenance and operations responsibilities within DTR remaining as previously defined.

Recommendation: VDOT recommends approval of the said proposed entrance, and shifts and changes in the said right of way and limited access control as a part of the ongoing DCMP construction as set forth in the resolution, subject to the referred restrictions, conditions and facts.

CTB Decision Brief
Right of Way and Limited Access Control Changes
Routes 267
Fairfax County
Page Two

Action Required by CTB: The *Code of Virginia* requires a majority vote of the Commonwealth Transportation Board (CTB) authorizing the recommended entrance, and shifts and changes. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The Commonwealth Transportation Commissioner will be authorized to execute any and all documents needed to comply with this resolution.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

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

Gregory A. Whirley
Commissioner

September 1, 2012

The Honorable Sean T. Connaughton
The Honorable Gregory A. Whirley
The Honorable Thelma D. Drake
The Honorable Jim D. Bowie
The Honorable James E. Rich
The Honorable Cord A. Sterling
The Honorable Aubrey Layne, Jr.
The Honorable Mark J. Peake
The Honorable J. Douglas Koelemay
The Honorable Roger Cole
The Honorable Dana M. Martin
The Honorable James A. Davis
The Honorable Hollis D. Ellis
The Honorable F. Gary Garczynski
The Honorable James L. Keen
The Honorable Allen L. Louderback
The Honorable W. Sheppard Miller, III

Subject: Approval of Limited Access Control Changes (LACC) for Route 267 to Accommodate the Dulles Metrorail Project, Fairfax County

Dear Commonwealth Transportation Board Members:

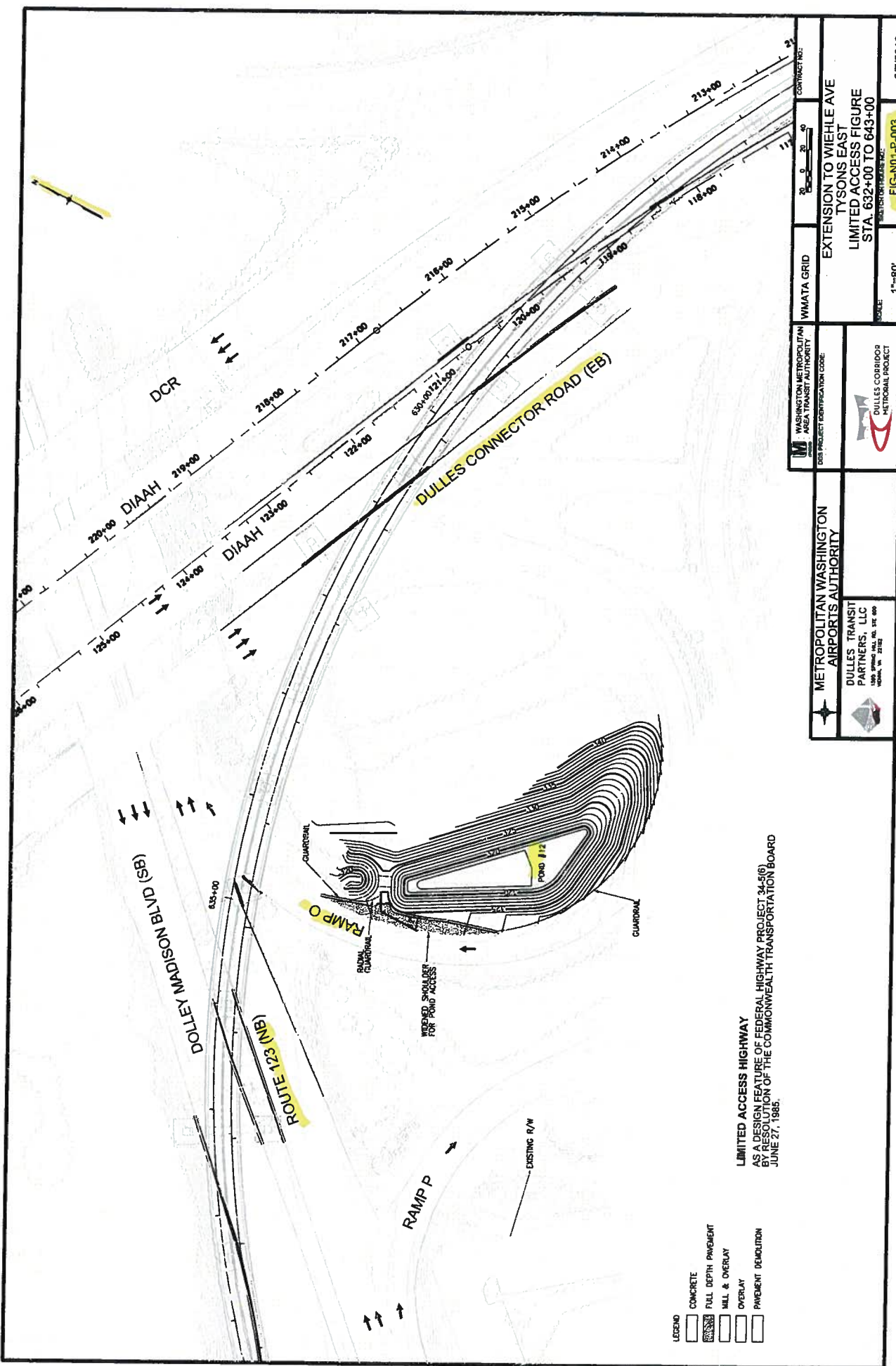
Due to continued design refinement of the Dulles Corridor Metrorail Project (DCMP), the Department initiated the above request to accommodate various shifts and changes to the limited access control of Route 267 (Dulles Toll Road) and the location and access within the limited access controlled right of way of Route 267 (Dulles Connector Road) for operation and maintenance of a proposed site for a pond necessary to serve the Metrorail facilities, for your consideration.

The Department's staff has determined that the proposed shifts and changes in the limited access control are viable from a design, safety and traffic control standpoint, and is being recommended by the Department. I have reviewed the staff's recommendations and determined that approving these LACC will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Malcolm T. Kerley, P.E.
Chief Engineer

A handwritten signature in black ink, appearing to read "Malcolm T. Kerley".



Electronic copies once placed are UNCONTROLLED and may become outdated. Refer to the electronic documents in PDF/DOCX for current revisions.

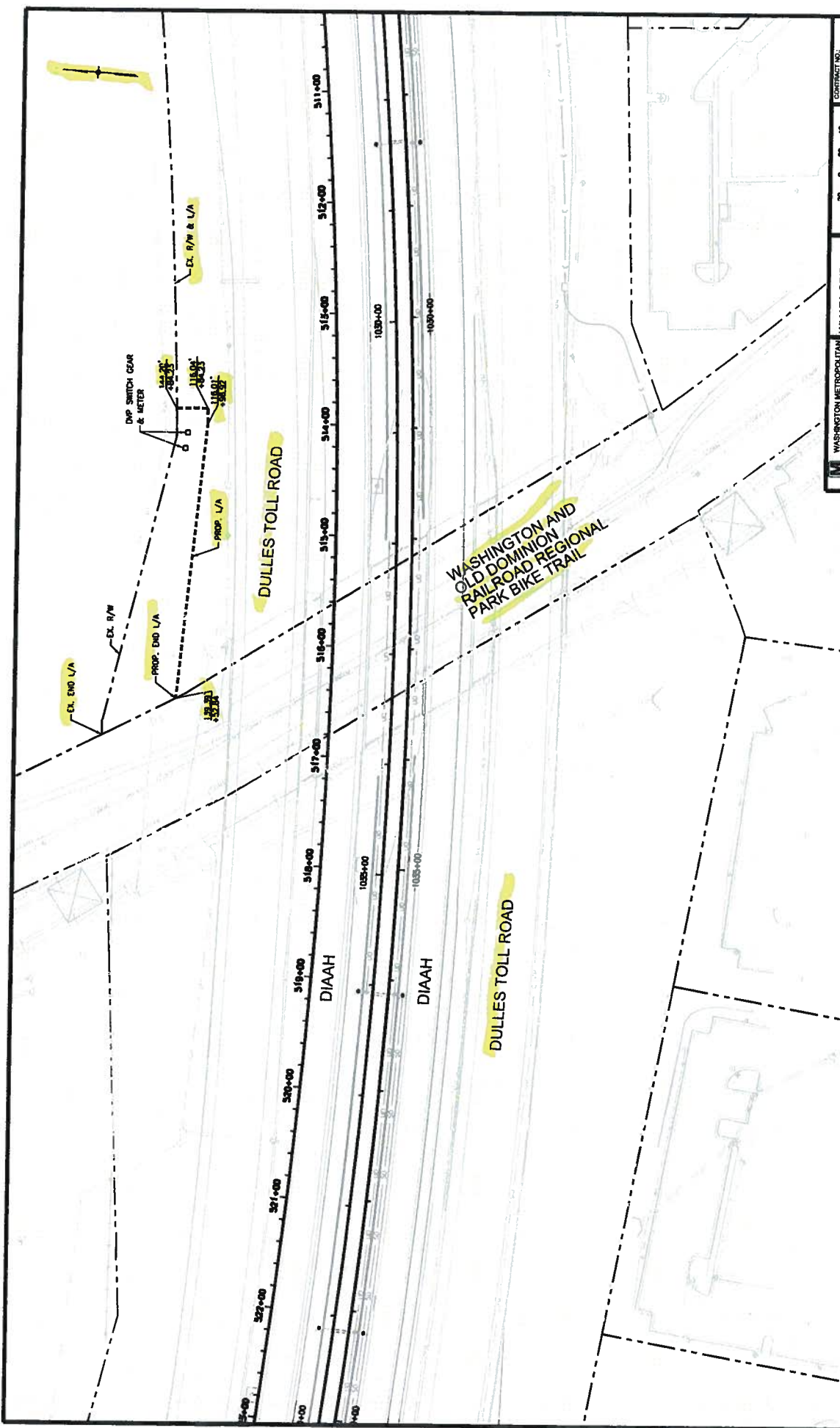
PC-N01-P-003.DGN 6/7/2012 4:34:11 PM

- LEGEND
- CONCRETE
 - FULL DEPTH PAVEMENT
 - MILL & OVERLAY
 - OVERLAY
 - PAVEMENT DEMOLITION

LIMITED ACCESS HIGHWAY
 AS A DESIGN FEATURE OF FEDERAL HIGHWAY PROJECT 34-5(6)
 BY RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD
 JUNE 27, 1985.

 WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY DIST. PROJECT IDENTIFICATION CODE:	 WMATA GRID	EXTENSION TO WIEHLE AVE TYSONS EAST LIMITED ACCESS FIGURE STA. 632+00 TO 643+00	CONTRACT NO.: 6772012
	 DULLES TRANSIT PARTNERS, LLC 1300 SPRING HILL RD., 3RD FLOOR WASHINGTON, DC 20188	 DULLES CORRIDOR METRO PROJECT	SCALE: 1"=580' MATCH LINE THESE SIDE: FIG-N01-P-003

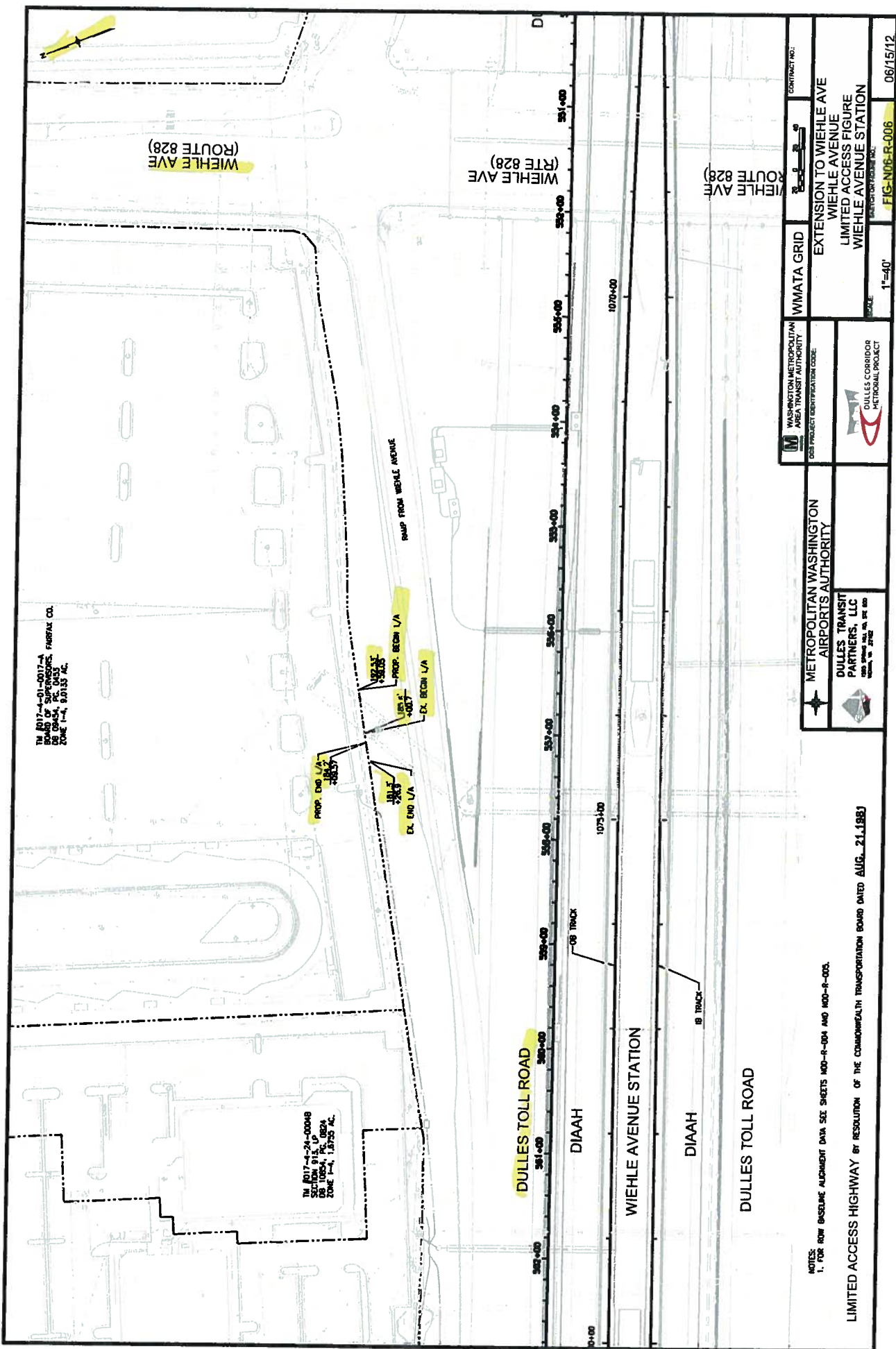
FIG-N01-P-003.DGN 6/7/2012 4:34:11 PM



NOTES:
 1. FOR ROW BASELINE ALIGNMENT DATA SEE SHEETS MD-R-004 AND MD-R-005.

LIMITED ACCESS HIGHWAY BY RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD DATED AUG. 21, 1981

 METROPOLITAN WASHINGTON AIRPORTS AUTHORITY DULLES TRANSPORT PARTNERS, LLC <small>MEMBER OF THE AIRPORTS AUTHORITY</small>		 WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY DISTRICT IDENTIFICATION CODE: 505-08505		WIMATA GRID EXTENSION TO WIEHLE AVE SUNSET HILL ROAD LIMITED ACCESS FIGURE STA. 1028+00 TO 1039+00 <small>FIGURE PROJECT NO.</small>		CONTRACT NO.: 20-0-20-40 SCALE: 1"=40' FIG-N95-R-004 6/14/12	
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TM 1017-01-01-0017-A
 BOARD OF SUPERVISORS, FARMAX CO.
 5000 WIEHLE AVE, SUITE 100
 WIEHLE AVE, FARMAX CO.
 FARMAX CO., VA 22186

TM 1017-01-01-00048
 SECTION 011, LP
 5000 WIEHLE AVE, SUITE 100
 WIEHLE AVE, FARMAX CO.
 FARMAX CO., VA 22186

NOTES:
 1. FOR ROW BASELINE ALIGNMENT DATA SEE SHEETS MD-R-104 AND MD-R-105.

LIMITED ACCESS HIGHWAY BY RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD DATED AUG. 21, 1983

 WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY <small>DESIGN PROJECT IDENTIFICATION CODE</small>	WMATA GRID EXTENSION TO WIEHLE AVE WIEHLE AVENUE LIMITED ACCESS FIGURE WIEHLE AVENUE STATION	CONTRACT NO.: FIG-N06-R-006
	 DULLES CORRIDOR PERSONAL PRODUCT	SCALE: 1"=40'

 METROPOLITAN WASHINGTON AIRPORTS AUTHORITY	 DULLES TRANSIT PARTNERS, LLC <small>1000 WIEHLE AVE, SUITE 100 WIEHLE AVE, VA 22186</small>
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**MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION**

Richmond, Virginia

August 20, 1981

The monthly meeting of the State Highway and Transportation Commission was held in the Central Highway Office in Richmond, Virginia, on August 20, 1981, at 10 a.m. The Chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Bane, Brydges, Hassell, Hooper, Mohr, Delmer Robinson, William Robinson, Vaughan, Watkins and Wrench.

The Chairman introduced Mr. T. George Vaughan, Jr., who was appointed to the Commission to represent the Salem District.

On motion of Mr. Wm. Robinson, seconded by Mr. Mohr, the minutes of the meeting of July 16, 1981, were approved.

On motion of Mr. Wm. Robinson, seconded by Mr. Mohr, permits issued from July 16, 1981, to August 19, 1981, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Wm. Robinson, seconded by Mr. Mohr, that cancellation of permits from July 16, 1981, to August 18, 1981, inclusive, as shown by records of the Department, be approved. Motion carried.

Moved by Mr. Wm. Robinson, seconded by Mr. Mohr, that the Commission approve additions to the Secondary System from July 16, 1981, to August 19, 1981, inclusive, as shown by records of the Department. Motion carried.

Moved by Mr. Vaughan, seconded by Mr. Brydges,
that

WHEREAS, Chapter 601, Item 640 of the Acts of the General Assembly of 1981 contains a discretionary capital allocation fund for all areas of the Commonwealth and requires authorization by the Commission before these funds can be utilized; and

WHEREAS, these funds may be used to support up to nineteen percent (19%) of the total capital project cost when a federal grant is provided or up to ninety-five percent (95%) of the total capital project cost when a federal grant is not involved; and

WHEREAS, the jurisdiction listed below requires state funds in the amount shown to provide the state match for approved federal mass transit capital grants or to provide state assistance for capital grants where no federal grant is involved;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that under Chapter 601, Item 640, Paragraph C10 of the Appropriations Act, the following sum shall be made available to the Town of Colonial Beach for the purpose indicated:

<u>Locality</u>	<u>Funds Authorized By This Resolution</u>	<u>Purpose</u>
Town of Colonial Beach	\$5,798	Capital Equipment for Transit Garage

MOTION CARRIED

Moved by Mr. Wrench, seconded by Mr. Mohr,
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the McLean High School Cafeteria in McLean, Virginia, on May 16, 1981, at 10 a.m., for the purpose of considering the proposed location and major design features of the Dulles Toll Road from 0.48 mile west of Route 28 (Sully Road) to the intersection of Route 123 (Dolley Madison Boulevard) in Loudoun and Fairfax Counties, State Project DT00-987-101, PE-101, PE-102; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan for outer toll lanes paralleling the Dulles Airport Access Road as proposed and presented at the said location and design public hearing by the Department's engineers.

MOTION CARRIED

Moved by Mr. Wrench, seconded by Mr. Hooper,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FEPM 7-7-5, a location public hearing was held at two locations, the first on May 30, 1981, at 10 a.m., in the West Springfield High School, Springfield, Virginia, and the second on June 20, 1981, at 10 a.m., in the South Lakes High School, Reston, Virginia, for the purpose of considering the location corridor for the proposed Springfield Bypass and Extension from the intersection of Route 7 near Dranesville to the intersection of Route 1 near Fort Belvoir in Fairfax County, State Project R000-029-249, PE-101; Federal Project M-5401(133); and

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

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

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Natural Bridge Hotel, Natural Bridge, Virginia
October 26, 1988
10:00 a.m.

1. Public Comment
2. Action on Minutes of Meetings of June 16 and July 21, 1988
3. Action on Permits Issued and Canceled from September 15, 1988 to October 25, 1988
4. Action on Additions, Abandonments, Discontinuances or Other Changes in the Primary System due to Relocation and Construction - Bedford County and Giles County and the Town of Glen Lyn
5. Action on Discontinuances from the Secondary System - Henry County
6. Action on Additions, Abandonments or Other Changes in the Secondary System from August 31, 1988 to September 28, 1988
7. Action on Bids Received September 27, 1988
8. Through Truck Restrictions:
 - Route 618 (Lake Powell Road)
James City County
 - Route 718 (Battle and Hornsbyville
Roads
York County
 - Route 1015 (Lendall Lane)
Route 1012 (Ingleside Drive)
Stafford County
9. Consultant Agreement:
 - Route 50 and Route 608 - Fairfax County
Proj. 0050-029-122,C501
Dewberry & Davis
Engineering Services to Perform Construction
Inspection Services

10/26/88

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in the Herndon High School on June 29, 1988, at 7:00 p.m., for the purpose of considering the proposed widening of the Dulles Toll Road (Route 267) from Route 7 (Leesburg Pike) to Route 28 (Sully Road) in Fairfax and Loudoun Counties, State Project 0267-029-101, PE-100; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public hearing by the Department's engineers with provisions for applying appropriate High-Occupancy-Vehicle restrictions on the facility when necessary.

Motion carried.

Moved by Dr. Howlette, seconded by Dr. Thomas,
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in the Madison County Extension Office on August 10, 1988, at 7:30 p.m., for the purpose of considering the proposed location and design of Route 607 from the intersection of Route 230 to 0.08 mile northeast of the intersection of Route 625 in Madison County, State Project 0607-056-166, M-501; Federal Project RS-855(); and



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

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

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

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2010

MOTION

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

Title: Limited Access Control Changes (LACC)
Routes 267 and 123, Interstates 66 and 495
Fairfax County

WHEREAS, Interstate 66, between 0.051 mile west of the intersection with Interstate 495 and the Fairfax and Arlington County line, in Fairfax County, was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956; and,

WHEREAS, in connection with sections of Interstate 66, State Highway Project 0066-029-103, RW-202, which is located between the aforesaid locations, the Commonwealth acquired certain lands and limited access easements from various landowners; and,

WHEREAS, Route 413, between 0.500 mile north of the intersection with Route 29 and 1.545 miles north of the intersection with Route 123, in Fairfax County, was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956; and,

WHEREAS, in connection with sections of Route 413, State Highway Project 0413-029-007, R/W-1, which is located between the aforesaid locations, the Commonwealth acquired certain lands and limited access easements from various landowners; and,

Resolution of the Board
Limited Access Control Changes - Routes 267 and 123, Interstates 66 and 495
Fairfax County
October 20, 2010
Page Two

WHEREAS, Route 413 was subsequently transferred to the Interstate Highway System and renumbered to Interstate 495; and,

WHEREAS, the Federal Aviation Administration (FAA), on behalf of the United States of America, acquired property, designed and built the Dulles Airport Access Road (DAAR), from I-495 to the Washington Dulles International Airport to serve airport users; and,

WHEREAS, the FAA specifically restricted the number and specifically determined the location of points of public access and egress for the said DAAR; and,

WHEREAS, the United States of America, by and through the Secretary of Transportation, leased the Property for the DAAR to the Metropolitan Washington Airports Authority (MWAA), by lease dated March 2, 1987, therefore, assuming the activities formerly of the FAA; and,

WHEREAS, the Virginia Department of Highways and Transportation, predecessor to the Virginia Department of Transportation (VDOT), entered into an agreement with the FAA on January 10, 1983, to construct, reconstruct, operate and maintain a limited access toll road (Dulles Toll Road [DTR]) along the DAAR corridor; and,

WHEREAS, the State Highway and Transportation Commission, predecessor to the Commonwealth Transportation Board (CTB), by Resolution dated August 20, 1981, and the CTB by Resolution dated October 26, 1988, approved the location and design features of the DTR, now designated as Route 267, including its designation as a limited access highway in Fairfax County; and,

WHEREAS, due to continued design refinement of the Dulles Corridor Metrorail Project (DCMP), MWAA and VDOT have identified and requested various proposed shifts and changes to the right of way and/or limited access control on various routes intersecting the DCMP corridor, as shown on the plan drawings for said Project, and specifically described as:

Interstate 66, DRAWING FIG-K98-R-001, being a proposed southwest shift of the northeast limited access control of I-66 westbound beginning at a point 88.21 feet opposite Station 811+34.16 (I-66 Spot Improvements Baseline), continuing south to a point 46.09 feet opposite Station 811+69.24 (I-66 Spot Improvements Baseline), thence continuing southeast for a distance of 117.23 feet to a point 47.29 feet opposite Station 812+86.47 (I-66 Spot Improvements Baseline), thence for a distance of 73.04 feet to a point 50.16 feet opposite Station 813+59.51 (I-66 Spot Improvements Baseline), thence for a distance of 121.50 feet to a point 50.22 feet opposite Station 814+ 81.01 (I-66 Spot Improvements Baseline), then continuing northwest for a distance of 37.69 feet, to a point

tying into the said existing limited access line at 87.91 feet opposite approximate Station 814+87.99 (I-66 Spot Improvements Baseline), to accommodate both the existing Traction Power Substation (TPSS) and proposed Fisher Ave. Train Control Room (TCR) Facility; and,

Route 267 (Dulles Connector Road), DRAWING FIG-N91-002, being a proposed relocation of the 74 foot limited access break along the west revised existing limited access control of Route 267 (Dulles Connector Road [DCR]) eastbound lane, approved by Resolution of the Commonwealth Transportation Board on April 19, 2007, located at a point 114.92 feet opposite Station 1006+63.00 (DAHE Baseline), to a point 118.41 feet opposite Station 1007+37.00 (DAHE Baseline), for a distance of 101 feet to the north to begin at a point 113.87 feet opposite Station 1005+62.00 (DAHE Baseline), and end at a point 114.22 feet opposite Station 1006+36.00 (DAHE Baseline), to accommodate the finalized location of the proposed Storm Water Management Pond access road, and the proposed Yard Lead Tunnel under the Route 267 eastbound lanes; and,

Route 267 (Dulles Connector Road), DRAWING N92-P-401, being a proposed limited access control change to locate Tie Breaker Station (TBS) #2, within the northeast existing limited access control of Route 267 (DCR) westbound, with non-signalized access from the shoulder of westbound Route 267 (DCR), with safety improvements, as required, for operation and maintenance of the TBS facility; and,

Route 123, DRAWING FIG-N01-004, being a proposed northwest shift of the said existing limited access control to terminate at a point 35.89 feet opposite Station 127+27.89 (Project ROW baseline), to accommodate the proposed Metrorail aerial guideway and Tie Breaker Station (TBS) #3, within the northwest existing limited access control along the northwest side of Route 123 (Dolley Madison Blvd.) southbound at the northwest side of the ramp from Route 267 (DCR), with non-signalized access to the said facility the said Route 123 with no additional lanes, and allowing right in and right out only turning movements with safety improvements, as required, for operation and maintenance of the TBS facility; and,

Route 123 and Interstate 495, DRAWINGS FIG-N01-R-005 and FIG-N01-R-006, being a proposed northwest shift of the northwest existing limited access control of Route 123 southbound, beginning at a point 134.69 feet opposite Station 106+75.50 (Route 123 baseline), to a point 140.87 feet opposite Station 108+43.73 (Route 123 baseline), to accommodate the proposed Metrorail located along the northwest side of Route 123 southbound, which will cross over I-495 on a segmental concrete aerial structure; and a proposed southwest shift of the southwest existing limited access control of Route 123 northbound of approximately 7 feet, at the intersection of Old Meadow Road, to a point 95.74 feet opposite Station 112+23.87 (Route 123 centerline), to accommodate the proposed modifications to Old Meadow Road to align with the changes to Capital One Drive; and,

Routes 123 and 7, DRAWING FIG-N03-001, being a proposed southwest shift of the southwest existing limited access control of Route 7 (Leesburg Pike) eastbound located in the outer strip between the existing frontage road and eastbound Route 7, beginning at a point 156.49 feet opposite Station 207+76.77 (ROW baseline), to follow the proposed curb line to a point 162.38 feet opposite Station 211+44.26 (ROW baseline), to accommodate the proposed shifting of Route 7 eastbound lanes away from the median, eliminating this section of the frontage road, for the Tysons Central 7 Station to be constructed in the median; and being a proposed southeast shift of the southeast existing limited access control along the remaining portion of the frontage road beginning at a point 354.48 feet opposite Station 206+20.71 (ROW baseline), continuing to a point 364.22 feet opposite Station 206+00.42 (ROW baseline), thence to the southwest to a point 416.47 feet opposite Station 206+11.60 (ROW baseline), thence west to a point tying into the existing limited access control of the frontage road at 407.21 feet opposite Station 206+31.01 (ROW baseline), to accommodate a vehicle turn-around area; and,

Routes 267 (DTR) and 7, DRAWINGS FIG-N04-001 and FIG-N04-002, being a proposed southwest shift of the southwest existing limited access control of Route 7 (Leesburg Pike) eastbound to along the proposed retaining wall and eastbound Route 7 curb beginning at the intersection with Westwood Center Drive from a point 162.45 feet opposite Station 255+05.05 (ROW baseline), thence to a point 155.24 feet opposite Station 256+31.50 (ROW baseline), thence to a point 154.56 feet opposite Station 258+93.55 (ROW baseline), thence to a point 154.44 feet opposite Station 260+66.91 (ROW baseline), thence to a point 156.33 feet opposite 260+91.20 (ROW baseline), thence to a point 167.47 feet opposite Station 261+26.68 (ROW baseline), thence to a point 197.82 feet opposite Station 204+87.53 (ROW baseline), thence to a point 186.76 feet opposite Station 255+95.50 (ROW baseline), tying into the existing limited access control at the Ramp H merge to accommodate the widening of Route 7 for the construction of the Tysons West Station within the median; and being a proposed northeast shift of the northeast existing limited access control of Route 7 (Leesburg Pike) westbound from a point 14.46 feet opposite Station 263+88.03 (ROW baseline), to a point 58.75 feet opposite Station 264+68.83 (ROW baseline), at the connection to southwest Route 267 (DTR) eastbound Ramp F, to accommodate the improved ramp radius; and being a proposed limited access control change to locate Traction Power Substation (TPSS) #6 within the Route 7 and Route 267 (DTR) interchange between Ramp G and Ramp H with non-signalized access from Route 7 (Leesburg Pike) eastbound with no additional lanes, and allowing right in and right out only turning movements with safety improvements, as required, for operation and maintenance of the TPSS facility; and,

Route 267 (DTR), DRAWING FIG-N06-003, being a proposed break in the northeast existing Route 267 (DTR) westbound limited access control beginning at a point 185.64 feet opposite Station 557+00.74 (ROW baseline), to a point 181.32 feet opposite Station 557+26.93 (ROW baseline), to accommodate the Wiehle Avenue Station North

Pedestrian Bridge linking the proposed Wiehle Avenue Metrorail Station with the bus and parking facilities to the north; and being a northeast shift in the southwest existing Route 267 (DTR) eastbound limited access control beginning at a point 342.95 feet opposite Station 556+86.12 (ROW baseline), to a point 334.46 feet opposite Station 556+85.23 (ROW baseline), thence to the northwest to a point 326.64 feet opposite Station 557+59.60 (ROW baseline), where a proposed break in the said limited access control would begin to accommodate the proposed Wiehle Avenue Metrorail South Pedestrian Bridge linking the south entrance pavilion to the Wiehle Avenue Metrorail Station in the Route 267 (DTR) median and said break would end at a point 324.12 feet opposite Station 557+83.56 (ROW baseline), with the said shift of limited access control continuing from this point to a point 322.90 feet opposite Station 558+16 (ROW baseline), tying into the southwest existing Route 267 (DTR) eastbound; and being the temporary establishment of limited access control within the existing Route 267 (DTR) eastbound ramp to Wiehle Avenue to accommodate the construction of a proposed interim bus facility along the outer edge of the ramp, with a buffer, separating the bus facility lane from the general ramp travel lanes, as part of the Phase 1 construction of the two phase Revised Locally Preferred Alternative for the Metrorail extension approved by Resolution of the Commonwealth Transportation Board dated March 18, 2004, from a point 377.16 feet opposite Station 552+25.84 (ROW baseline), thence to the northwest to a point 331.42 feet opposite Station 354+82.25 (ROW baseline), thence to a point 296.65 feet opposite Station 556+77.16 (ROW baseline), thence to a point 283.38 feet opposite Station 557+55.06 (ROW baseline), where a proposed break in the said limited access control would begin to accommodate the aforesaid proposed Wiehle Avenue Metrorail South Pedestrian Bridge, and said break would end at a point 279.58 feet opposite Station 557+78.87 (ROW baseline), with the said temporary establishment of limited access control continuing to a point 271.49 feet opposite Station 558+31.00 (ROW baseline), thence southeast to a point 273.58 feet opposite Station 558+31.20, where a proposed break in the said limited access control to accommodate the aforesaid proposed interim bus lane would begin and end at a point 286.54 feet opposite Station 558+32.48, thence to a point 322.90 feet opposite Station 558+36.07, tying into the said existing limited access control; and,

WHEREAS, the aforesaid said interim use will expire at such time that the bus facility is taken out of service and associated restoration of the site is completed to the satisfaction of VDOT; and,

WHEREAS, the design of the proposed rail alignment and the train control facilities have been coordinated with Fairfax County's Comprehensive Plan, VDOT's SYIP, the State Highway Project 0066-96A-113 Spot Improvements Project, and the State Highway Project 0495-029-754 HOT Lanes Improvements Project, and does not preclude any planned improvements; and,

WHEREAS, VDOT has determined that the said proposed shifts, changes in the right of way and limited access control as aforesaid, and to include any safety improvements, as required, are appropriate from a design, safety and traffic control standpoint subject to further review and approval; and,

WHEREAS, VDOT has determined that the requirements for a global traffic analysis, locality support, environmental and air quality conformity review, and public notices separate from those made for the said Project, as set forth in Title 24, Section 30, Chapter 401 of the Virginia Administrative Code, are not applicable to this request as the said Project does not significantly impact the operation of Route 267; and,

WHEREAS, VDOT has determined that the requirements for compensation in consideration of the proposed limited access control changes shall not be required as all shifts and changes are to accommodate a public transportation project; and,

WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and,

WHEREAS, all costs of engineering and construction, including all necessary safety improvements will be borne by MWAA; and,

WHEREAS, the proposed shifts and changes in limited access control are in compliance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code; and,

WHEREAS, upon completion and acceptance of the said proposed changes by VDOT, all work, roadway construction, improvements and equipment will remain the property of the Commonwealth or become the property of the FAA, as appropriate, with land rights and maintenance responsibilities within Route 267 remaining as previously defined.

NOW, THEREFORE, BE IT RESOLVED, in accordance with the provisions of Sections 33.1-25 and 33.1-58 of the *Code of Virginia* (1950), as amended, the Commonwealth Transportation Board hereby finds and concurs with the determinations set forth herein and approves the said shifts and changes in the said limited access control, and entrances for Dulles Metrorail facilities, for public street and other transportation purposes as set forth, pending the approval of same by MWAA, and subject to the above referred to conditions and restrictions. The Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

###



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item #11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 19, 2012

MOTION

Made By: Seconded By: Action:

**Title: Approval of Project Location and Proposed Limited Access Control Changes
(LACC), Route 5, Virginia Capital Trail – Varina Phase,
Henrico County**

WHEREAS, in accordance with §33.1-18 of the Code of Virginia (1950), as amended, and policies of the Commonwealth Transportation Board, a combined Location and Design Hearing was held at the John Rolfe Middle School, in Henrico, Virginia on Wednesday, June 6, 2012, between 5:00 p.m. and 7:00 p.m. for the purpose of considering proposed Virginia Capital Trail, Highway Project 0005-043-714, P-101, R-201, C-501; and,

WHEREAS, the proposed Project consists of a 10 foot wide asphalt shared-use path with 3 foot graded shoulders along Route 5, and begins 0.52 miles west of Almond Creek along Route 5, and ends 0.10 miles east of Wood Mill Drive on Route 5, and begins again 0.16 miles west of Four Mile Creek on Route 5, and ends 0.14 miles west of Long Bridge Road, with a total length of 8.066 miles; and,

WHEREAS, Route 895 was designated as a limited access highway as a major design feature of State Highway Project 0895-043-F01, RW-201 by the Commonwealth Transportation Board (CTB), on August 21, 1997; and,

WHEREAS, the said Project design requires a shift of the limited access control along the northeast and the northwest intersections of Route 895 and Route 5; and,

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

Resolution of the Board
Project Location and Limited Access Control Changes
Route 5
Henrico County
September 19, 2012
Page Two

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

WHEREAS, based upon comments received during the Public Hearing, the Project's location and design were modified to address certain issues submitted in those comments, and the right of way and limited access control lines proposed herein are as presented in the public hearing plans, with modifications to address those issues; and

WHEREAS, the County of Henrico, in the past, has expressed a preference for placement of the shared-use path alongside the roadway, given that VDOT recommends the stand-alone shared-use path in the interest of safety and has received no formal objection from the County in opposition to the shared-use path as is being considered herein.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to §33.1-12(1) of the Code of Virginia, (1950), as amended, the location of this project is approved as presented at the said combined Location and Design Hearing by VDOT.

NOW, THEREFORE, BE IT FURTHER RESOLVED, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein and directs the Limited Access Control being modified from the current locations as follows:

That the existing limited access control line along the north side of Route 895 be shifted to the north, from a point opposite approximate Station 336+58 (Capital Trail construction baseline) to a point opposite Station 336+35.00 (Capital Trail construction baseline); and, that the existing limited access control line along the south side of Route 895 be shifted to the south, from a point opposite approximate Station 338+95 (Capital Trail construction baseline) to a point opposite Station 339+15.00 (Capital Trail construction baseline).

The Commissioner of Highways is authorized to execute any and all documents necessary to implement such changes.

###

CTB Decision Brief
Route 5
Project 0005-043-714, P-101, R-201, C-501
Henrico County
Limited Access Control Changes

Issues: Approval of the location of a proposed shared use path and modifications and shifts to the existing limited access control of Route 895 are needed beginning adjacent to the northeast and the northwest intersections of Route 895 and Route 5, as a part of the design features of State Highway Project 0005-043-714, P-101, R-201, C-501.

Facts: The purpose of this Project is to provide approximately 8.1 miles of proposed shared-use path as part of the Virginia Capital Trail system.

- A Public Hearing on the proposed Project's location and design, including the proposed limited access controls, was held on June 6, 2012.
- Based upon comments received during the Public Hearing, the Project's location and design were modified to address certain issues that were raised.
- The proposed right of way and limited access control lines are as presented in the public hearing plans, with the aforementioned modifications.
- While the County of Henrico, in the past, has expressed a preference for placement of the shared-use path alongside the roadway, VDOT staff recommends the stand-alone shared-use path in the interest of safety and has received no formal objection from the County in opposition to the shared-use path as is being proposed and recommended herein.

Public Comments/Reactions: See attached memorandum.

Recommendation: VDOT recommends that the Commonwealth Transportation Board (CTB) approve the location of the above-referenced 8.1 miles of proposed shared-use path as part of the Virginia Capital Trail system and also approve the said limited access control for public street purposes as set forth in the resolution, and that the earlier designation of Route 895 as a limited access highway by the CTB be amended and approved, as described in the resolution.

Action Required by CTB: The *Code of Virginia* requires a majority vote of the Commonwealth Transportation Board authorizing the location of this project and the recommended change to existing limited access control. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The Commissioner of Highways will be authorized to acquire limited access property rights for this Project to comply with this resolution.

Options: Approve, Deny, or Defer.



COMMONWEALTH of VIRGINIA

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

Gregory A. Whirley
Commissioner

September 1, 2012

The Honorable Sean T. Connaughton
The Honorable Gregory A. Whirley
The Honorable Thelma D. Drake
The Honorable Jim D. Bowie
The Honorable James E. Rich
The Honorable Cord A. Sterling
The Honorable Aubrey Layne, Jr.
The Honorable Mark J. Peake
The Honorable J. Douglas Koelemay
The Honorable Roger Cole
The Honorable Dana M. Martin
The Honorable James A. Davis
The Honorable Hollis D. Ellis
The Honorable F. Gary Garczynski
The Honorable James L. Keen
The Honorable Allen L. Louderback
The Honorable W. Sheppard Miller, III

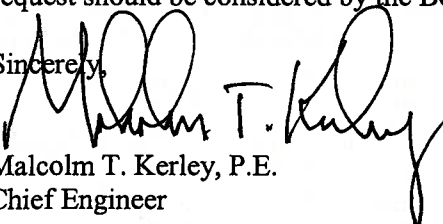
Subject: Approval of Project Location and Limited Access Control Changes (LACC) for Route 5, Virginia Capital Trail, Varina Phase, Henrico County

Dear Commonwealth Transportation Board Members:

The Department initiated the above request for project location approval and limited access control changes your consideration. The proposed project location, as designed, shown on the plans as presented at the Public Hearing on June 6, 2012, for State Highway Project 0005-043-714, P-101, R-201, C-501 requires LACC for the northeast and northwest intersections of Route 5 and Route 895. I am of the opinion that these actions satisfy the requirements of Title 24, section 30, Chapter 401 of the Virginia Administration Code.

The Department's staff has determined that the proposed project location and shifts and changes in the limited access control are viable from a design, safety and traffic control standpoint, and is being recommended by the Department. I have reviewed the staff's recommendations and determined that approving these LACC will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

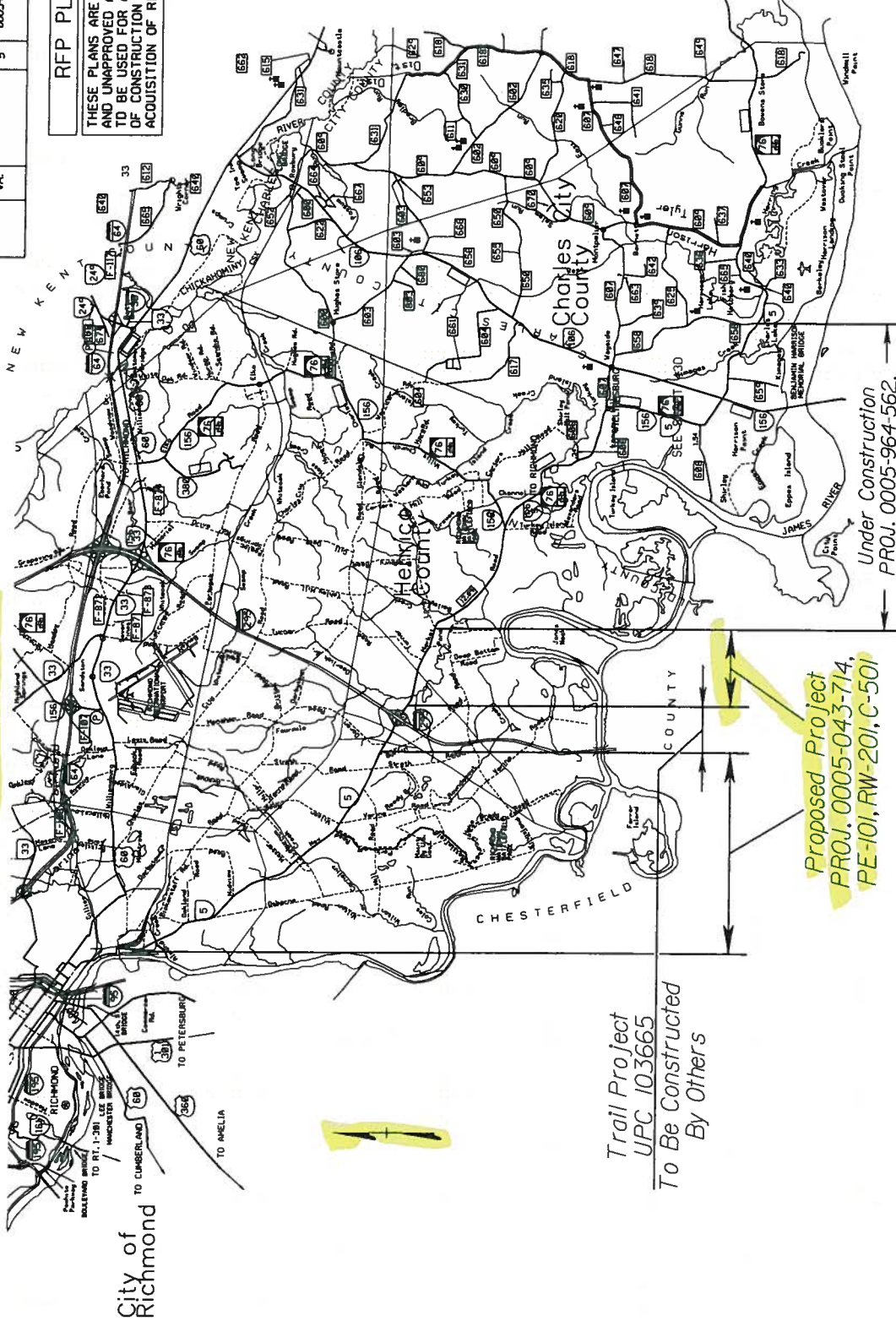
Sincerely,


Malcolm T. Kerley, P.E.
Chief Engineer

4/25/2022
08:25:46

PROJECT MANAGER: BOB BORGES, C.E. (603-534-0311) (Richmond District)
SURVEYED BY: JAMES BAYLOR, L.S. (603-534-0311) (Richmond District)
DESIGN SURVEYED BY: JAMES BAYLOR, L.S. (603-534-0311) (Richmond District)
CHECKED BY: JAMES BAYLOR, L.S. (603-534-0311) (Richmond District)

PROJECT LOCATION MAP



Trail Project
UPC 103665
To Be Constructed
By Others

Proposed Project
PROJ. 0005-043-714,
PE-101, RW-201, C-501

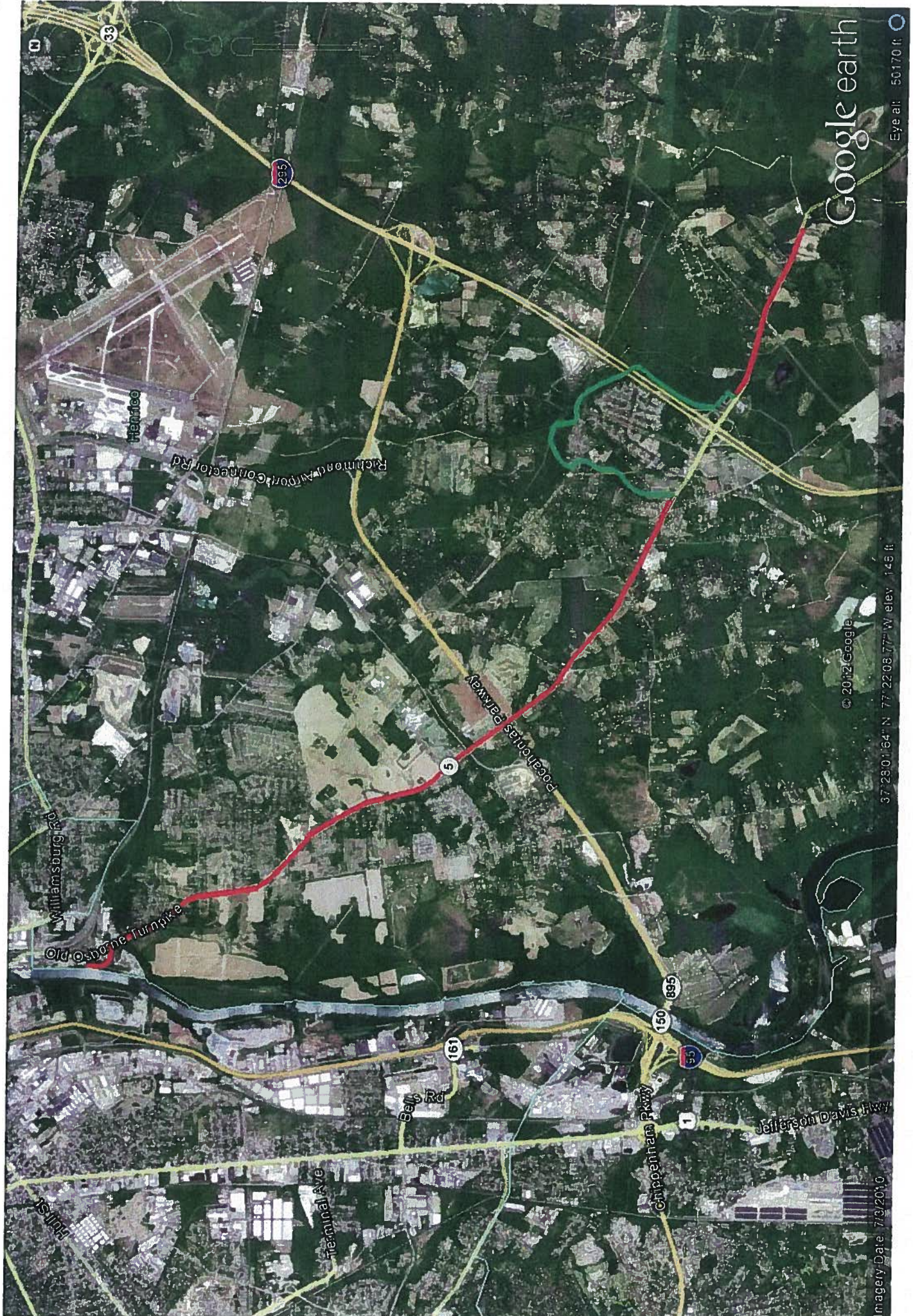
Under Construction
PROJ. 0005-964-562,
PE-101, RW-201, C-501, C-502

THESE PLANS ARE SUBJECT TO CORRECTION OR TO REGULATION AND CHANGE OF MAPS MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

DATE	REVISED	PROJECT	SCALE	SHEET NO.
VA.				1A
		0005-043-714, RW-201, C-501		

RFP PLANS
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

PROJECT	SCALE	SHEET NO.
0005-043-714	1" = 500'	1A



Google earth

Eye alt: 50170 ft

© 2012 Google

37°29'01.64" N 77°22'08.77" W elev: 145 ft

Imagery Date: 7/9/2010

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

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

1. Public Comment
2. Action on Additions, Abandonments or Other Changes in the Secondary System from July 1, 1997 through July 31, 1997
3. Action on Discontinuances in the Secondary System: Clarke County
4. Action on Abandonment in the Primary System: Essex County
5. Action on Transfer of State Route 44 to the Interstate System as Interstate Route 254 in Norfolk and Virginia Beach
6. Action on City Street Mileage
7. Conveyances: Route 464 - City of Chesapeake
Route 601 - Albemarle County
8. Action on Bids Received July 29, 1997
9. Consultant Agreement: Route 29 Corridor Development Study
(A) Combined Phases II & III
(From North Carolina State Line to Charlottesville, Virginia)
DeLeuw, Cather, and Company of Virginia
- Consultant Agreement: Route 58 - Lee County
(B) Proj. 0058-052-B24,C501
0058-052-B25,C501
Provide services for construction inspection
HNTB Corporation
10. Location: Route 15/29 and 17 (Opal Interchange) - Fauquier Co.
Proj. 0015-030-117,PE101
Route 15/29 Intersection Improvements at Intersection
Route 17 (Opal)

8-21-97

Moved by Mr. Cogbill, seconded by Mr. Myers, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in the Varina High School, in Henrico County, on June 17, 1997 and in the Meadowbrook High School in Chesterfield County, Virginia on June 18, 1997 both were held from 5:00 p.m. until 8:00 p.m. for the purpose of considering the proposed major design features of Route 895 from Route 150/Interstate 95, in Chesterfield County, to Interstate 295, in Henrico County, State Projects 0695-020-P01, PE-101, RW-201, C-501 and 0895-043-P01, PE-101, C-501, C-502; and,

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

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

NOW, THEREFORE, BE IT RESOLVED that the major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with the modifications approved by the Chief Engineer which were presented at the hearing as Value Engineering recommendations.

Motion carried.

PROJECT: WAGNER, REGINALD H. NELSON (PROPOSED DRIVE)
 DESIGNED BY: JAMES W. NELSON (PROPOSED DRIVE)
 CHECKED BY: JAMES W. NELSON (PROPOSED DRIVE)

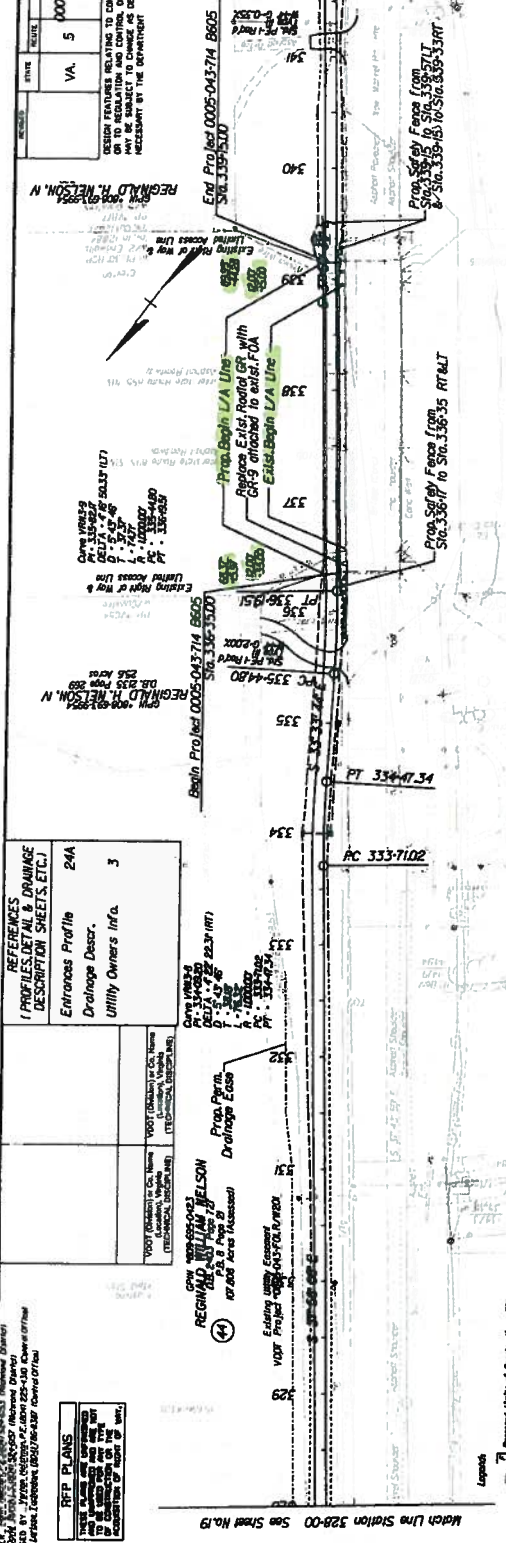
RFP PLANS
 THIS SET OF PLANS IS TO BE USED FOR THE CONSTRUCTION OF THE PROJECT AS SHOWN ON THESE PLANS. ANY CHANGES TO THE PROJECT MUST BE APPROVED BY THE ENGINEER OF RECORD.

REFERENCES
 (PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)
 Entrance Profile 2/A
 Drainage Descr. 3
 Utility Owners Info. 3

PROJ. DATA
 PROJECT NO. 0005-043-714
 SHEET NO. 20
 DATE: 05/11/2022

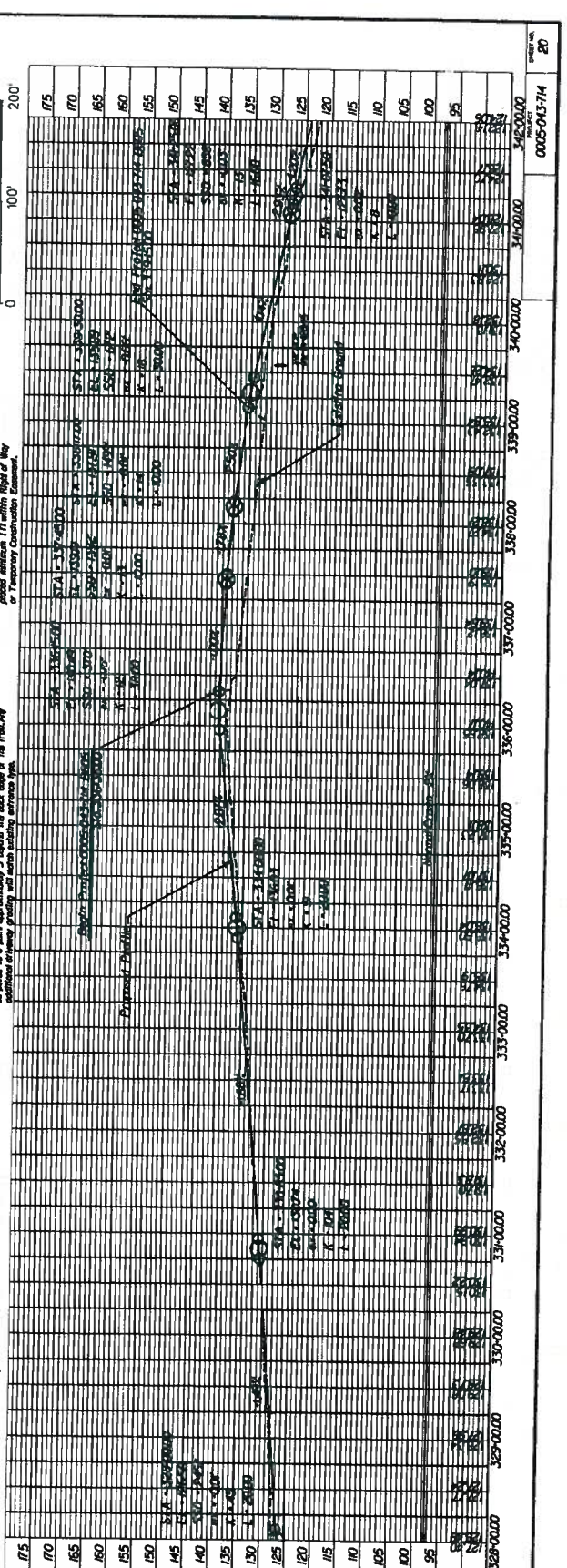
NO.	DATE	DESCRIPTION
1	05/11/2022	ISSUED FOR PERMIT
2	05/11/2022	ISSUED FOR CONSTRUCTION

DESIGN FEATURES RELATING TO CONSTRUCTION AND MAINTENANCE OF TRAFFIC WILL BE SUBMITTED TO THE DEPARTMENT NECESSARY BY THE DEPARTMENT.



Legend
 - - - - - Proposed Limits of Construction - FTA
 - - - - - Proposed Limits of Construction - O/R
 - - - - - Proposed Right of Way - FTA
 - - - - - Proposed Right of Way - O/R
 - - - - - Proposed Right of Way - FTA
 - - - - - Proposed Right of Way - O/R

Notes
 1. All private and commercial entrances crossed by the proposed driveway will be closed to a public thoroughfare 3' beyond the back edge of the front lot.
 2. All private and commercial entrances crossed by the proposed driveway will be closed to a public thoroughfare 3' beyond the back edge of the front lot.
 3. All private and commercial entrances crossed by the proposed driveway will be closed to a public thoroughfare 3' beyond the back edge of the front lot.



SCALE: 1" = 100'
 0 100' 200'

Match Line Station 328+00 See Sheet No. 19
 Match Line Station 342+00 See Sheet No. 21



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

RICHMOND DISTRICT
2430 Pine Forest Drive
COLONIAL HEIGHTS, VA 23834
www.VDOT.Virginia.gov

Gregory A. Whirley
COMMISSIONER

August 8, 2012

MEMORANDUM

TO: Theron Knouse, P.E.
Assistant State Location and Design Engineer

FROM: Samuel Hayes, P.E.
Richmond District Preliminary Engineering Manager

SUBJECT: Transcript for Location and Design Public Hearing
Virginia Capital Trail – Varina Phase
Project #: 0005-043-714, P101, R201, C501
Henrico County
UPC – 86280

In accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location & Design Public Hearing was held for the above captioned project on Wednesday, June 6, 2012, between the hours of 5:00 p.m. and 7:00 p.m. at John Rolfe Middle School, 6901 Messer Road, Henrico, Virginia. There were ninety-eight citizens in attendance at this hearing.

The Varina phase of the Virginia Capital Trail consists of a 10 foot wide asphalt shared-use path with three foot graded shoulders along Route 5. The project begins at the southern end of Rocketts Landing in Henrico County and ends at Long Bridge Road in Henrico County. This phase of the trail is approximately 8.1 miles long and will connect to the New Market Heights Phase of the Virginia Capital Trail.

The existing project corridor is a mix of rural uses, commercial uses, and local residences. The alignment parallels Route 5 on the south side from Rocketts Landing to Midview Road. At Midview Road the trail crosses Route 5 with an at-grade crossing and continues on the north side of Route 5 to 0.1 miles east of Wood Mill Drive. The trail starts again 0.16 miles west of Four

WE KEEP VIRGINIA MOVING

Mile Creek on the north side of Route 5. The trail continues along the north side of Route 5 to a 0.14 miles west of Long Bridge Road where the trail crosses Route 5 with an at-grade crossing to connect to the New Market Heights Phase. The gap from 0.1 miles east of Wood Mill Drive to 0.16 miles west of Four Mile Creek will be completed with a separate project. No parcels will require total condemnation.

Citizens were provided the following information in the form of a project brochure:

- The purpose of this project is to construct a shared-use path as part of the Virginia Capital Trail system.
- The location of the project is along Route 5 between Rocketts Landing and Long Bridge Road in Henrico County.
- The total project length is 10.3 miles.
- Total Project Cost: \$14.7 million, Engineering of roadway plans: \$1.7 million, Right of way acquisition, relocation assistance and utility relocation: \$3 million, Construction: \$10 million
- Anticipated Schedule: Design Approval – July 2012, Begin right of way acquisition – Spring 2013, Begin construction – Summer 2013, Completion – Summer 2014

The open forum method was used, whereby individual concerns were addressed. A total of one thousand seventeen comments were received: twenty-two written comments were received at the hearing, seventeen verbal comments were received at the hearing and nine hundred seventy-eight written comments were received within ten days after the hearing. Among the respondents, nine hundred eighty-five supported completing the trail and twenty-five opposed the trail. Comments included:

- 1) Seven respondents located in Four Mile Run subdivision along Migration Drive and Falcon Creek Court expressed the following concerns.
 - a) First let us say that while we appreciate the fact that a public meeting was held June 6, there are members of the potentially affected community who feel there hasn't been sufficient opportunity for neighborhood input on a project that could infringe on our properties and cause them to be devalued. What's more, the pace at which this plan appears to be moving forward – with action by the Commonwealth Transportation Board perhaps occurring as soon as next month – and the June 16 public response deadline leaves little time for those of us just learning about this plan to register feedback.

Response: The section of the trail impacting Four Mile Run Subdivision has been removed from this project and we are not seeking Design and Location approval from the CTB for this section at this time.
 - b) Our preference is for the trail to be developed along an alternate route, one that does not cross our private property. It's our understanding that a developer with another tract along Route 5 has approached public officials about constructing the Varina Phase of the trail on his land. We ask that you seriously consider that parcel, or others that don't require the taking of our land in Four Mile Run subdivision, particularly if other property owners want the trail on their parcels. We also wonder why our neighborhood is being

singled out? Are there other neighborhoods where the trail cuts directly across private, residential property that's already developed?

We are fully evaluating the alternate route that was presented to VDOT following the Public Hearing. Once we complete our evaluation and preliminary design work, we will hold another Public Hearing for this section of the trail.

- c) If the trail is to be built in our backyards over our objections, we ask for constant communication about the land condemnation process and insight into how you determine "fair market value" for the tracts taken to clear the way for the trail. You are no doubt aware that the General Assembly this year approved a proposed amendment to Virginia's constitution to curtail the use of eminent domain. And this November, voters will be presented with a ballot referendum giving them the option to ratify that constitutional modification. Its language defines just compensation as "no less than the value of the property taken, lost profits and lost access, and damages to the residue caused by the taking." <http://lis.virginia.gov/cgi-bin/legp604.exe?ses=121&typ=bil&val=hb5> Considering that a trail could decrease our property values and inhibit re-sale of our homes, we feel that valuation standard should be used for our properties in the even land is taken to accommodate the trail.

We are fully evaluating an alternative alignment that would eliminate the impacts to Four Mile Creek Subdivision.

- d) Furthermore, we worry that building a trail will have deleterious effects on the privacy, security and quality of life of homeowners whose land would be taken to clear a berth for the pathway. Some use the existing brush clearing as an area where our pets can relieve themselves. Others keep it as a more manicured family space for children's play equipment and a recreational extension of their physical homes. Still others simply want to keep the wooded barrier of foliage as a natural sound suppressant for the noise and vibrations from a nearby section of Interstate 295. They fear that natural shield would be lost if the trail is established. So if a trail is built, we respectfully insist on the erection of some type of barrier to partition our diminished rear yards from passing recreational traffic and other disturbances. Our preference is for a permanent, impervious structure rather than natural landscaping that's more easily penetrated.

We are fully evaluating an alternative alignment that would eliminate the impacts to Four Mile Creek Subdivision.

- 2) One respondent expressed the following concerns.

- a) Why are we building a bike trail, when you cannot maintain the roads?

The purpose of the Virginia Capital Trail is to provide an alternative mode of transportation through a safe and accessible pathway for bicyclists and pedestrians to travel. Bicyclists and pedestrians currently share Route 5 with a variety of motorists. The Virginia Capital Trail will provide a separate facility for bicyclists and pedestrians, reducing contact with motorists. This will substantially improve safety throughout the Route 5 corridor. VDOT uses a unique combination of federal enhancement and open-container funds to pay for the design and construction of the Virginia Capital Trail.

b) Why was the bike trail increased from the proposed 5' in 1999 to a proposed 22' now?
The 1999 study proposed widening Route 5 to include 12-foot travel lanes and 6-foot paved shoulders on both sides of Route 5 from the Richmond City limits to Long Bridge Road. Route 5 in Henrico County is currently classified as an Urban Minor Arterial Street System. The current geometric design standard for an Urban Minor Arterial would require a minimum 8' paved shoulder. Providing an 8' paved shoulder would require the existing ditches to be rebuilt along the majority of Route 5. The minimum required front ditch width is 10'. The approximate impact from the existing edge of pavement along both sides of Route 5 would be a minimum of 20'. By providing a 10' wide separate shared use path the impacts are limited to one side of Route 5. The trail is generally located 10' off the existing edge of pavement which places the outer edge of the trail approximately 20' off the edge of pavement. This does vary in some locations due to topography and the avoidance of existing structures. Therefore, the impacts of a separate trail are similar to the impacts of shoulder widening on one side of Route 5. The separate trail eliminates the need to impact property owners on both sides of Route 5. The trail was also moved off of Route 5 to accommodate more users of the trail such as families, children, walkers/joggers, and novice bike riders. While experienced bike riders may utilize a paved shoulder, many of the target users for the trail would not use a paved shoulder due to the dangers from being close to high speed traffic.

c) Why was the bike trail moved from the south side of Route 5 to the north side of Route 5?

With input from Henrico County, the trail was moved to the north side to minimize the impacts to residential property. VDOT has analyzed the property owner impacts of the trail on the north side versus the south side. For the corridor as a whole, the property owner impacts are less for the trail on the north side versus the south side. There are approximately 150 property owner impacts on the north side and approximately 180 property owner impacts on the south side.

d) Why are we the public, whose land you wish to take, not asked if we even wanted this?
Public input was requested at the Citizen Information Meeting that was held in February of 2011. We received 72 responses of which 78% were supportive of the project as a separate trail. A further breakdown of these responses revealed 43 of the respondents were Varina residents of which 67% were supportive of a separate trail.

e) Why are other studies that would be less impactful not being looked at?
The shoulder widening alternative was evaluated, and as noted under response b, the impacts would be greater than the separate trail alternative.

f) Why is it that VDOT is not trying to work with Henrico County when the county does not wish to have something so side in their jurisdiction?

VDOT has met with Henrico County on numerous occasions to discuss the preferred alternative of a separate trail. VDOT moved the trail to the north side of Route 5 at the suggestion of Henrico County. VDOT has also worked with Henrico County to determine the preferred alignment of the trail through Four Mile Run Park. Henrico County envisions connecting Dorey Park to Four Mile Run Park with pedestrian trails. Through this coordination, VDOT's project will build a portion of the trail that will facilitate the future connection between Four Mile Run Park and Dorey Park.

- g) My last question is not a why, but it is just as pertinent, does VDOT have eminent domain rights on a project that is not a road project?

Yes, VDOT has eminent domain authority, and the statutory obligation to construct bike paths, because the General Assembly has enacted Virginia Code Section 33.1-223, which provides in part "The General Assembly hereby declares it to be in the public interest that access roads and bikeways to public recreational areas and historical sites be provided . . . the Commonwealth Transportation Board shall construct, reconstruct, maintain or improve access roads and bikeways. . . Any bikeway path constructed, reconstructed, maintained, or improved pursuant to the provisions of this section which is not situated within the right-of-way limits of an access road which has become, or which is to become, part of the primary system of state highways, the secondary system of state highways, or the road system of the locality, shall, upon completion, become part of and be regulated and maintained by the authority or agency maintaining the public recreational area or historical site.."

And 33.1-89 which provides, in part: "The Commissioner of Highways is hereby vested with the power to acquire by purchase, gift, or power of eminent domain such lands, structures, rights-of-way, franchises, easements and other interest in lands, including lands under water and riparian rights, of any person, association, partnership, corporation, or municipality or political subdivision, deemed to be necessary for the construction, reconstruction, alteration, maintenance and repair of the public highways of the Commonwealth and for these purposes and all other purposes incidental thereto may condemn property in fee simple and rights-of-way of such width and on such routes and grades and locations as the Commissioner may deem requisite and suitable, including locations for permanent, temporary, continuous, periodical or future use, and rights or easements incidental thereto. . ."

- 3) One respondent requested that VDOT not expend any funds on this project. The respondent recommended that the Virginia Capital Trail Foundation raise funds for the project.
VDOT uses a unique combination of federal enhancement and open-container funds to pay for the design and construction of the Virginia Capital Trail.
- 4) Five respondents oppose the trail crossing the Antioch Baptist Church property. The respondents questioned how the location of the trail was determined and raised safety concerns with the trail crossing the church entrance.

VDOT staff met with representatives of Antioch Baptist Church following the Public Hearing. VDOT showed the representatives where the trail will be located across the church property and how the trail will impact the existing church entrance. The trail was shifted closer to the recently constructed right turn lane at the church entrance. The Paver Detail for Divided Median Locations is to be utilized at the church entrance. This will provide additional signage and striping at the crossing to address the safety concerns.

- 5) Two respondents located in Four Mile Run subdivision oppose the trail but requested a wall or fence to screen the trail from the back of their homes.
The section of the trail impacting Four Mile Run Subdivision has been removed from this project and we are not seeking Design and Location approval from the CTB for this section at this time. We are fully evaluating an alternative alignment that would eliminate the impacts to Four Mile Creek Subdivision.
- 6) Two respondents questioned the coordination between the Capital Trail and the Route 5 Corridor Study.
The Route 5 Corridor Study is a preliminary study and there are no immediate plans or funding for construction. It is not feasible to plan for the improvements identified in the Route 5 Corridor Study when there is no guarantee of when or if these improvements will be made. There would be significantly greater property impacts if the trail were designed to plan for the improvements identified in the Route 5 Corridor Study.
- 7) One respondent asked if it is possible to widen Route 5 four, five, or six feet to accommodate the farmers in the community.
The scope of this project is to provide a separate shared use path. Widening Route 5 is not included in this project.
- 8) One respondent opposed the alignment of the trail along Sunday Drive and offered an alternative alignment through the respondent's property near Doran Road and New Market Road.
The alternative alignment is being fully evaluated and will be presented to the CTB at a later date. The section of the trail along Sunday Drive has been removed from this project and we are not seeking action from the CTB for this section.
- 9) One respondent questioned the impact on public safety?
The trail is designed as a shared use path separate from Route 5. This will provide a safe and accessible pathway for bicyclists and pedestrians to travel separate from vehicular traffic on Route 5. This enhances safety for the users of the trail as well as motorists on Route 5 by eliminating the existing conflict between motorists and bicyclists who currently share Route 5.
- 10) Three respondents submitted comments about notifying all of the property owners on Route 5.
All the directly impacted property owners were notified by direct mailing. Signs were posted at the project limits and an advertisement was placed in the local newspaper.

- 11) One respondent indicated Route 5 is unsafe and needs to be widened. The respondent also believes the trail will be unsafe because it will create a driver distraction.
- The trail will enhance safety for the users of the trail as well as motorists on Route 5 by eliminating the existing conflict between motorists and bicyclists who currently share Route 5.*

12) One respondent submitted the following comments.

- a) VDOT provided a brief presentation and then invited people to meet privately with VDOT staff. VDOT is only fulfilling a legal requirement and input from the public is meaningless.
- VDOT provided a brief presentation as an introduction to the project. VDOT offered to meet with people individually so that all citizens would have an opportunity to ask questions and submit comments.*
- b) The Varina Phase of the Virginia Capital Trail is contrary to the recommended alternative in the Final Report of the Route 5 Capital to Capital Bikeway Feasibility Study dated May 1999. The Board of Supervisors of Henrico County unanimously approved a resolution endorsing the recommended alternative. VDOT and the McDonnell Administration are proceeding with a plan that conflicts with the position of the local elected body and a majority of residents and property owners impacted by the project. *The 1999 study proposed widening Route 5 to include 12-foot travel lanes and 6-foot paved shoulders on both sides of Route 5 from the Richmond City limits to Long Bridge Road. Route 5 in Henrico County is currently classified as an Urban Minor Arterial Street System. The current geometric design standard for an Urban Minor Arterial would require a minimum 8' paved shoulder. Providing an 8' paved shoulder would require the existing ditches to be rebuilt along the majority of Route 5. The minimum required front ditch width is 10'. The approximate impact from the existing edge of pavement along both sides of Route 5 would be a minimum of 20'. By providing a 10' wide separate shared use path the impacts are limited to one side of Route 5. The trail is generally located 10' off the existing edge of pavement which places the outer edge of the trail approximately 20' off the edge of pavement. This does vary in some locations due to topography and the avoidance of existing structures. Therefore, the impacts of a separate trail are similar to the impacts of shoulder widening on one side of Route 5. The separate trail eliminates the need to impact property owners on both sides of Route 5. The trail was also moved off of Route 5 to accommodate more users of the trail such as families, children, walkers/joggers, and novice bike riders. While experienced bike riders may utilize a paved shoulder, many of the target users for the trail would not use a paved shoulder due to the dangers from being close to high speed traffic.*

13) One respondent submitted the following comments.

- a) Provide evidence that this "project" through Henrico County fulfills the requirements of a "taking" as mandated by the Fifth Amendment of the Constitution of the United States of America. Please provide me a written opinion from the Attorney General of the

Commonwealth of Virginia addressing the Constitutionality of the ability of VDOT to use any funds for the use for this recreational trail, identifying the "public necessity" satisfies the Fifth Amendment requirement.

VDOT has eminent domain authority, and the statutory obligation to construct bike paths, because the General Assembly has enacted Virginia Code Section 33.1-223, which provides in part "The General Assembly hereby declares it to be in the public interest that access roads and bikeways to public recreational areas and historical sites be provided . . . the Commonwealth Transportation Board shall construct, reconstruct, maintain or improve access roads and bikeways. . . Any bikeway path constructed, reconstructed, maintained, or improved pursuant to the provisions of this section which is not situated within the right-of-way limits of an access road which has become, or which is to become, part of the primary system of state highways, the secondary system of state highways, or the road system of the locality, shall, upon completion, become part of and be regulated and maintained by the authority or agency maintaining the public recreational area or historical site.. "

And 33.1-89 which provides, in part: "The Commissioner of Highways is hereby vested with the power to acquire by purchase, gift, or power of eminent domain such lands, structures, rights-of-way, franchises, easements and other interest in lands, including lands under water and riparian rights, of any person, association, partnership, corporation, or municipality or political subdivision, deemed to be necessary for the construction, reconstruction, alteration, maintenance and repair of the public highways of the Commonwealth and for these purposes and all other purposes incidental thereto may condemn property in fee simple and rights-of-way of such width and on such routes and grades and locations as the Commissioner may deem requisite and suitable, including locations for permanent, temporary, continuous, periodical or future use, and rights or easements incidental thereto. . . "

- b) Knowing that the funds for this "project" came from Federal Highway funds by way of the "open container law", and can only be used for "safety or beautification", I would like a legal decision as to how the "trail" presented at this "meeting" fulfills either of these requirement for the use of these funds. Please provide me with a written legal opinion from the Attorney General of Commonwealth of Virginia on the allowed construction of this "trail" with these "restricted use" funds.

The purpose of the Virginia Capital Trail is to provide an alternative mode of transportation through a safe and accessible pathway for bicyclists and pedestrians to travel. Bicyclists and pedestrians currently share Route 5 with a variety of motorists. The Virginia Capital Trail will provide a separate facility for bicyclists and pedestrians, reducing contact with motorists. This will substantially improve safety throughout the Route 5 corridor.

- c) Since this proposed "trail" is in contradiction to the 1999 Study recommending that this "Study Area" through Henrico County be a widening of State Route 5, I would like to know the legal reason for VDOT overriding the 1999 Study which was the result of numerous hearings with all jurisdictions with a variety of users included on the Study

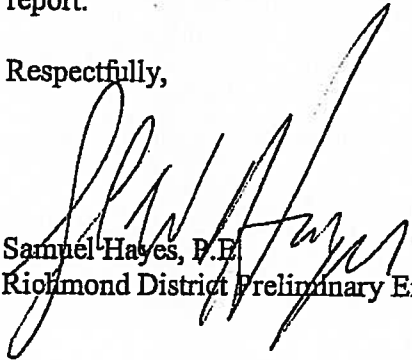
Committee. What equally Public and intense Study has been held and prepared to override the 1999 Study requiring the widening of State Route 5 through the study area? *The Virginia Capital Trail is proposed as a separate facility to provide a safe and accessible pathway for bicyclists and pedestrians to travel. The trail is proposed as a separate facility through Varina to provide consistency with other phases of the trail from Williamsburg to Long Bridge Road which have already been constructed as a separate facility or are currently under construction. Providing a shoulder through Varina would not meet the overall intent of the Virginia Capital Trail.*

- d) Who will maintain the "trail" when VDOT does not have money now to maintain the roads or to safely keep the grass along the highway cut?
The trail will be maintained through VDOT's maintenance program.
- e) What legal protection will property owners have if a "trail user" falls onto his property?
The trail will be located entirely within VDOT right of way.
- f) What legal protection will a property owner (or his visitor) have if a "trail user" abruptly comes into his path of travel and is injured?
Trail users and motorists are expected to obey all traffic laws. Motorists are to yield to pedestrians at crossings unless otherwise directed by signage.
- g) Who will police this trail? - To protect the property owner? - To require that a "trail user" is only on the trail from "dusk to dawn"? - To ensure that there are no "indecent exposures" along the trail because a "trail user" has to use restroom facilities which are not available? - Who will police littering on private property by "trail users"?
The trail will be policed by law enforcement the same as other VDOT maintained facilities. VDOT is evaluating adding a restroom facility at the existing parking lot for Four Mile Park.

The Richmond District recommends that this project, Virginia Capital Trail – Varina, be approved as presented at the Location and Design Public Hearing with the exception of the portion of the project from 0.1 miles east of the intersection of Route 5 and Wood Mill Drive to 0.16 miles west of Four Mile Creek.

Attached for your use in consideration of this project is the public hearing transcript. Uploaded in IPM are the Public Hearing plans, the environmental document, and the approved scoping report.

Respectfully,


Samuel Hayes, P.E.
Richmond District Preliminary Engineering Manager

BID RESULTS FOR THE CTB AUGUST 3, 2012 DESIGN BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	CN From 6 Year Program
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MISCELLANEOUS

75877	I-64, Exit 91	AWARD	SHIRLEY CONTRACTING CO. LORTON, VA	3	\$21,073,00.00*	\$36,285,339.00**
0064-007-111, P101, R201, C501, B627	Improvements to the I-64 , Exit 91 Interchange					

Design, ROW, Construction
& QA/QC Funding Sources

Staunton District
Augusta County

*Amount is inclusive of PE, ROW, QA/QC and Construction

**Amount is inclusive of all phases to include PE, ROW, Construction and expenditures to date

Purpose & Need: Under the design/build concept, widen exit ramps; and the bridge and roadway on Rte. 285 from two lanes to four lanes. Add drainage, traffic control and signal improvements.

1 Recommended for Award: \$21,073,000.00

BID RESULTS FOR THE CTB AUGUST 15, 2012 DESIGN BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	CN From 6 Year Program
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MISCELLANEOUS

86453	I-64/Route 15 (Zion Crossroads)	AWARD	CORMAN CONSTRUCTION INC. ANNAPOLIS JUNCTION, MD	3	\$6,883,000.00*	\$7,419,490.00**
0064-054-703, P101, R201, C501	Improvements to the I-64 and Route 15 interchange and along Route 15					

Design, ROW, Construction & QA/QC Funding Sources
Culpeper District
Louisa County

* Amount is inclusive of PE, ROW, QA/QC and Construction

** Amount is inclusive of all phases to include PE, ROW, Construction and expenditures to date

Purpose & Need: Reconstruct the interchange on I-64 at the interchange with Rte. 15. Route 15 will be widened along with the interstate ramps. This also includes drainage and safety improvements.

1 Recommended for Award: \$6,883,000.00

BALLOT THRESHOLD REPORT

\$ 2 Million - \$ 5 Million

July 25, 2012

Order No.	UPC No. Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	CN From 6 Year Program
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INTERSTATE

A36	102616	FROM: RAILROAD BRIDGE WEST OF WITCHDUCK ROAD - M.P.14.9	AWARD	DENTON CONCRETE SERVICES COMPANY	7	\$3,869,102.11	[\$5,504,785.36]
	(F0)	0264-134-765, N501				(\$4,682,892.19)

TO: 0.20 MI. W. LYNNHAVEN PARKWAY - M.P. 20.3

ST. CLAIR SHORES,
MI

NH-PM05 (337)

CITY OF VIRGINIA BEACH

CONCRETE PAVEMENT REPAIR

Maintenance Funds

BALLOT THRESHOLD REPORT

\$ 2 Million - \$ 5 Million

July 25, 2012

Order No.	UPC No. Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	CN From 6 Year Program
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INTERSTATE

A37	102617	FROM: 900 FT. EAST OF LONDON BRIDGE CREEK @ M.P. 21.0	AWARD	DENTON CONCRETE SERVICES COMPANY	7	\$3,741,694.36	\$5,544,021.53
(F0)	0264-134-766, N501						(\$4,720,259.97)

TO: PARKS AVENUE, M.P.24.9

ST. CLAIR SHORES,
MI

AC-NH-PM05 (338)

CITY OF VIRGINIA BEACH

CONCRETE PAVEMENT REPAIR

Maintenance Funds

2 Recommended for AWARD \$7,610,796.47

[\$] = District Budget

(\$) = Construction Cost Only

BALLOT THRESHOLD REPORT

\$ 2 Million - \$ 5 Million

August 22, 2012

Order No.	UPC No. Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	CN From 6 Year Program
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SECONDARY

A83	17661	FROM: ROUTE 650	AWARD	CURTIS CONTRACTING, INC.	3	\$2,049,805.02 [\$2,909,940.08]
		(NF0) 0671-087-264, C501				(\$2,304,176.57)

TO: ROUTE 687

WEST POINT, VA

STP-087-5 (021)

SOUTHAMPTON CO.

0.866 MI. GRADE, DRAIN, ASP., PAVE

Maintenance Funds

BALLOT THRESHOLD REPORT

\$ 2 Million - \$ 5 Million

August 22, 2012

Order No.	UPC No. Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	CN From 6 Year Program
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SECONDARY

A92 103086		FROM: VARIOUS	AWARD	W-L CONSTRUCTION & PAVING, INC.	4	\$2,104,066.17	[\$2,614,000.00]
	(NF0) 9999-961-129, N501, D625 - D641						(\$1,452,133.87)

TO: N/A

CHILHOWIE, VA

ARRA-FS09 (017)

BRISTOL DISTRICT

CULVERT REPLACEMENTS (17 LOCATIONS)

Maintenance Funds

2 Recommended for AWARD \$4,153,871.19

[\$] = District Budget

(\$) = Construction Cost Only

September 2012 CTB Meeting

DESIGN BUILD PROJECT

0064-007-111, P101, R201, C501, B627

Augusta County

The Project is located on I-64 at the Exit 91 interchange with Route 285 (Tinkling Spring Road). The purpose of this project is to improve the operation of the interchange by increasing the capacity, operational safety and addressing existing access-management issues on the 285 corridor influencing the interchange. Improvements from this Project include widening to the ramps, replacing/widening the Route 285 Bridge and road from a two-lane (primarily) rural-section to a four-lane urban roadway, to include intersection and signalization. The Project limits on Route 285 are expected to extend from 0.70-mile north of I-64 to 0.43-mile south of I-64. Dual turn-lanes and dual receiving lanes will be provided at both I-64 on-ramps. Dual left-turn lanes will be built at Route 636 to accommodate traffic growth from the nearby hospital complex.

The anticipated scope of work to be performed by the Contractor will include, but not be limited to, the following:

1. Project design.
2. Widening of Route 285 and of the I-64 Exit 91 on-ramps and off-ramps
3. Demolition of the existing bridge structure
4. Bridge substructure and superstructure construction
5. Right of Way acquisition
6. Lighting
7. Drainage, including erosion and siltation control
8. Stormwater management
9. Signing, signals and pavement marking
10. Traffic management plan
11. Utility relocations

Final Completion August 31, 2015

Design-Build Project

0064-054-703, P101, R201, C501

Louisa County

This project is located at the interchange of I-64 and Route 15 (Zion Crossroads) and includes improvements to traffic operations and safety at the interchange and along Route 15. This will be accomplished by realigning the existing interchange into a Diverging Diamond Interchange (DDI) and improving the intersection of Route 15 and Spring Creek Parkway. The project limits are from .30 miles west of Route 15 to .35 miles east of Route 15 for a length of .65 miles.

The anticipated scope of design and construction work to be performed by the Design-Builder will include the following:

1. Implementing a DDI at the existing interchange
2. Widening Route 15
3. Widening The I-64 on and off ramps
4. Right of Way acquisition
5. Lighting
6. Drainage
7. Storm water management
8. Traffic management
9. Erosion and sedimentation control
10. Utility Relocations

Fixed Completion Date April 15, 2014