



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

General Francis Marion Hotel
The Conference Room
107 E Main Street
Marion, VA 24354

May 16, 2018
9:00 a.m.

9:00 a.m. or upon adjournment of the May 15, 2018 Workshop Meeting.

Public Comments:

Approval of Minutes April 18, 2018

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: John Lawson
Chief Financial Officer

1. Action on FY18-23 Six-Year Improvement Program Transfers for March 15, 2018 through April 20, 2018.

LOCAL ASSISTANCE DIVISION:

Presenting: Richard Walton
Chief of Policy

2. Action on FY2019 High Volume Unpaved Road Program Allocations Approval.
3. Action on FY19 Primary Extension Improvement Program Allocations

ASSET MANAGEMENT DIVISION:

Presenting: Garrett Moore
Chief Engineer

4. Action on State of Good Repair Prioritization Process Methodology – Attachment B – FY 2019 State of Good Repair Percentage Fund Distribution.

LOCATION AND DESIGN DIVISION:

Presenting: Garrett Moore
Chief Engineer

5. Action on Location Approval for Access Roadway North of Mudd Tavern Road (Route 606) Spotsylvania County, Located in the Fredericksburg District.

6. Action on Limited Access Control Changes Industrial Development Authority Route 744 and Route 121 Hawk's Nest Interchange, County of Buchanan, Located in the Bristol District.

SCHEDULING AND CONTRACT:

Presenting: Garrett Moore
Chief Engineer

7. Bids.

Threshold

NEW BUSINESS:

ADJOURNMENT:

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Agenda item # 1

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD
May 16, 2018
MOTION

Made By: Seconded By:

Action:

Title: FY18-23 Six-Year Improvement Program Transfers
for March 15, 2018 through April 20, 2018

WHEREAS, Section 33.2-214(B) of the Code of Virginia requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. On June 20, 2017, a resolution was approved to allocate funds for the Fiscal Years 2018 through 2023 Program; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2018 through 2023 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2018 through 2023 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

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

WHEREAS, the Board directed that (a) the Commissioner shall notify the Board on a monthly basis should such transfers or allocations be made; and (b) the Commissioner shall bring

Resolution of the Board

FY18-23 Six-Year Improvement Program Transfers for March 15, 2018 through April 20, 2018

May 16, 2018

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requests for transfers of allocations exceeding the established thresholds to the Board on a monthly basis for its approval prior to taking any action to record or award such action; and

WHEREAS, the Board is being presented a list of the transfers exceeding the established thresholds attached to this resolution and agrees that the transfers are appropriate.

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the attached list of transfer requests exceeding the established thresholds is approved and the specified funds shall be transferred to the recipient project(s) as set forth in the attached list to meet the Board's statutory requirements and policy goals.

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CTB Decision Brief

FY2018-2023 Six-Year Improvement Program Transfers for March 15, 2018 through April 20, 2018

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

Facts: On June 20, 2017, the CTB granted authority to the Commissioner of Highways (Commissioner), or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2018 through 2023 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2018 through 2023 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from March 15, 2018 through April 20, 2018 is attached.

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

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2018 – 2023 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comment
1	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	I-664 NB Ramp Extension from US 58 WB	112897	Discretionary Grant State Match (CNS251); HSIP - Highways (CNF052); HSIP - Highways Special (CNF052); HSIP - State Match (CNS251); Safety (statewide) (CF3100); Safety Match (statewide) (CS3101); Safety Soft Match (statewide) (CF3101)	\$1,311,744	\$1,311,744	\$3,900,000	100.0%	Transfer of surplus funds recommended by the District and Traffic Engineering Division from the Statewide Balance Entry line item to a scheduled project.
2	Northern Virginia	INNOVATION TECH. PARK TRAILS/SIDEWALKS; NORTHERN VIRGINIA (NOVA) CMAQ BALANCE ENTRY	70716; 109812	Northern Virginia	RTE 234 Dumfries Road Shared Use Path Extension	106489	CMAQ : Northern Virginia (CF5M10); CMAQ Match : Northern Virginia (CS5M11)	\$581,350	\$3,269,000	\$3,269,000	17.8%	Transfer of surplus funds recommended by the District and MPO from the District CMAQ Balance Entry line item and a scheduled project to a scheduled project.
3	Northern Virginia	TRANSFORM 66 CONGESTION MITIGATION TRANS MGMT PLAN	108491	Northern Virginia	IMPLEMENTATION OF RTE 1 MULTIMODAL ALTERNATIVES ANALYSIS	106921	CMAQ Federal - Primary : Northern Virginia MPO (CNF214); CMAQ Match - Primary : Northern Virginia MPO (CNS214)	\$3,730,000	\$34,629,352	\$34,629,352	10.8%	Transfer of surplus funds recommended by District and MPO from a scheduled project to a scheduled project.
4	Salem	I-81NB MM166.5 to 169.5 surface friction and roadway marking	104130	Salem	#SMART18 - I-81 SB Safety Improvements MM167.4 to MM169.5	111359	Bond Proceeds - Capital Projects Revenue (CNB267); CTB Formula - High Priority State (CS0120); Federal NHS - Access (CNF271)	\$2,289,390	\$8,123,654	\$8,123,654	28.2%	Transfer of surplus funds recommended by the District from a completed project to a scheduled project.



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Agenda item # 2

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD
May 16, 2018**

MOTION

Made By: Seconded By:

Action:

Title: FY2019 High Volume Unpaved Road Program Allocations Approval

WHEREAS, § 33.2-358 of the *Code of Virginia* allows the Commonwealth Transportation Board (Board) to set aside funding for paving unpaved roads; and

WHEREAS, the Board on June 18, 2014 approved the High Volume Unpaved Road Program Policy for the utilization of a portion of this set aside to provide a hard-surface to eligible high volume (more than 500 vehicles per day) unpaved roads; and

WHEREAS, the Board, on March 21, 2018, modified the High Volume Unpaved Road Program Policy to allow additional flexibility for the utilization of only a portion of the specified set aside funds (up to 10%) and increased the maximum allocation from \$300,000 to \$500,000 per County; and

WHEREAS, the Board directed the Commissioner of Highways to establish administrative procedures to accept and prioritize applications for this program; and

WHEREAS, VDOT solicited and received applications, and prioritized said projects for the FY2019 program in accordance with the criteria established by the policy.

NOW, THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby approves the project allocations as set forth in "Attachment A" for funding pursuant to the High Volume Unpaved Road Program Policy, totaling \$2,646,000, with said allocations being effective only once a budget has been duly enacted by the Virginia General Assembly.

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CTB Decision Brief

FY2019 High Volume Unpaved Road Program Allocations

Issue: Section 33.2-358 of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) to set aside funding for, among other things, paving unpaved roads. VDOT seeks the CTB's approval to allocate FY2019 funding in accordance with the High Volume Unpaved Road Program Policy previously established by the CTB (the Policy).

Facts: The CTB, on March 21, 2018, modified the High Volume Unpaved Road Program Policy to allow additional flexibility for the utilization of only a portion of the Section 33.2-358 unpaved roads set aside to provide a hard-surface to eligible high volume (more than 500 vehicles per day) unpaved roads. The modification provided the CTB with the flexibility to set-aside *up to* 10% of the CTB unpaved roads formula funds, rather than require 10% be set-aside, for the High Volume Unpaved Road program. In addition, the maximum funding limit for each County was increased from \$300,000 to \$500,000. Following established administrative procedures, VDOT solicited applications for projects from counties with eligible high volume unpaved roadways, and received applications for seven such unpaved road projects in seven counties. The applications were scored and prioritized pursuant to the policy. All Counties that submitted applications were provided an opportunity to increase their request from \$300,000 to \$500,000 if additional funding was needed for their requested project.

Recommendations: VDOT recommends a total of \$2,646,000 be allocated to projects pursuant to the High Volume Unpaved Road Program Policy as indicated on "Attachment A" of the proposed resolution. The available funding for 2019 applications is \$2,058,479. Requests exceeded the available FY19 funds and funding of \$1,611,879 will be provided from previous allocations and \$1,034,121 from FY19 funding.

Action Required by CTB: To allocate these funds, the policy requires the CTB to consider and approve the recommended projects. The CTB is presented with a proposed resolution for formal action. A contingency clause has been added in the resolution to clarify that allocations are not available until a budget has been duly enacted by the Virginia General Assembly..

Result, if Approved: The allocations will be available for the projects to commence.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

Attachment A

Virginia Department of Transportation

FY 2019 High Volume Unpaved Road Program Allocations - Requested

UPC	Route	Locality Name	High Volume Funds Requested	Recommended Allocation	Application Score	Traffic Count (vpd)	District
111587	842	Augusta County	\$276,000	\$276,000	15	610	Staunton
106450	613	Loudoun County	\$500,000	\$500,000	30	510	Northern Virginia
T21563	685	Prince William County	\$300,000	\$300,000	40	621	Northern Virginia
T21530	650	Rockingham County	\$500,000	\$500,000	10	660	Staunton
112383	603	Warren County	\$470,000	\$470,000	40	816	Staunton
111428	743	Washington County	\$100,000	\$100,000	20	743	Bristol
112635	619	Wythe County	\$500,000	\$500,000	45	660	Bristol
		TOTAL	\$2,646,000	\$2,646,000			



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Commonwealth Transportation Board

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 16, 2018
MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: FY19 Primary Extension Improvement Program Allocations

WHEREAS, § 33.2-358 (C) of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) to set aside funding for reconstructing those deteriorated interstate and primary system pavements and municipality-maintained primary extension pavements having a Combined Condition Index of less than 60; and

WHEREAS, the Board, on June 18, 2014, passed a resolution establishing the Primary Extension Improvement Program Policy (Attachment A), a policy directing the Commissioner of Highways to establish administrative procedures to accept and prioritize applications for funding certain locally initiated primary extension paving projects under this set aside; and

WHEREAS, additional emphasis has been placed on performance of the National Highway System (NHS) in recent Congressional Acts and Federal Highway Administration rulemakings; and

WHEREAS, the Virginia Department of Transportation (VDOT) has accepted applications for and prioritized said projects for the FY19 program in accordance with and utilizing the priority criteria established by the approved Primary Extension Improvement Program Policy, as well as an additional factor relating to those primary extensions that are located on the NHS, and prioritized project selections based on these scoring criteria and has made recommendations for funding from both the CTB formula Funds and State of Good Repair Funds as set forth in Attachment B; and

WHEREAS, based on the recommendations of VDOT, the CTB has determined that it is in the best interest of the Commonwealth to allocate \$14,409,352 available in the FY19 budget for the Primary Extension Pavement Improvement Program; and

WHEREAS, § 33.2-369 of the *Code of Virginia* specifies that the CTB is to use State of Good Repair funding for reconstruction and replacement of structurally deficient state and locally-owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions; and

WHEREAS, the funding reserved in the State of Good Repair Program (SGR) for municipality-maintained primary extensions projects in FY2019 is \$5.4 million; and

WHEREAS, VDOT has recommended that after sorting the applications for project allocations by VDOT district, the same prioritization methodology that was used to allocate funds for the FY2019 Primary Extension Pavement Improvement Program be used for allocating the FY2019 SGR funding for municipality-maintained primary extensions and has proposed allocations based on this approach, totaling \$5,413,819, as set forth in Attachment C; and

WHEREAS, VDOT has identified an additional \$1,459,876 in surplus State of Good Repair funding that was previously allocated to projects and is available for reallocation in FY19.

NOW, THEREFORE BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the FY19 project allocations totaling \$14,409,352, for the Primary Extension Improvement Program as set forth in Attachment C, with said allocations being effective only once a budget has been duly enacted by the Virginia General Assembly.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board hereby approves the allocations for municipality-maintained primary extensions projects totaling \$5,413,819 and the previous surplus allocations totaling \$1,459,876 for a total of \$6,873,695 for the FY19 State of Good Repair Program as set forth in Attachment C, with said allocations being effective only once a budget has been duly enacted by the Virginia General Assembly.

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CTB Decision Brief

FY19 Primary Extension Improvement Program Allocations

Issue: As required by Commonwealth Transportation Board (CTB) Policy, project allocations for the Primary Extension Improvement Program must be approved by the CTB. VDOT seeks the CTB's approval to allocate funding in accordance with the CTB-established *Primary Extension Improvement Program Policy* (Policy) for FY2019 (Attachment A). In addition to the prioritization factors set forth in the Policy, the proposed allocations have taken into consideration the additional emphasis placed on performance of the National Highway System (NHS) in recent Congressional Acts and Federal Highway Administration rulemakings.

Further section 33.2-369 of the *Code of Virginia* specifies that the CTB is to use state of good repair (SGR) funding for reconstruction and replacement of structurally deficient state and locally-owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system *including municipality-maintained primary extensions*. VDOT seeks approval of the CTB to allocate SGR funding for FY2019 for municipality-maintained primary extensions utilizing the same prioritization methodology that was used to allocate funds for the FY 2019 *Primary Extension Improvement Program*.

1. **Facts:** Section 33.2-358(C) allows the CTB to set aside funding for reconstructing those deteriorated interstate and primary system pavements and municipality-maintained primary extension pavements, having a Combined Condition Index of less than 60. There is a 25% set-aside for the FY19 interstate and primary pavements (including primary extensions) reconstruction program. Fourteen percent of this set-aside was used to fund the Primary Extension Pavement Improvement Program in accord with the *Primary Extension Improvement Program Policy*, adopted by the CTB on June 18, 2014.
2. In accord with the administrative procedures established pursuant to the "*Primary Extension Improvement Program Policy*, VDOT accepted, scored and prioritized applications,. In addition, due to the increased emphasis at the federal level relating to performance of the NHS, VDOT utilized an additional prioritization factor, providing applications requesting funding for primary extensions on the NHS with additional points. The FY19 funding is shown in "Attachment B."
3. The Primary Extension FY19 allocations are \$14,409,352.
4. Based on the scoring and prioritization noted above, VDOT staff is now recommending the allocation of the FY19 funding in the amount of \$14,409,352 for the FY19 Primary Extension Pavement Improvement Programs set forth in Attachment C.

Section 33.2-369 of the *Code of Virginia* specifies that the CTB is to use state of good repair funding for reconstruction and replacement of structurally deficient state and locally-owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions.

1. FY19 State of Good Repair funding is \$5,413,819. In addition, VDOT has identified an additional \$1,459,876 in surplus State of Good Repair funding that was previously allocated to projects and is available for reallocation in FY19.
2. Based on the CTB approved policy dated [June 14, 2016](#), as amended, VDOT received, scored and prioritized project applications for FY2019 SGR funding for municipality-maintained primary extensions and the resulting proposed project allocations are set forth in Attachment C.

Recommendations: VDOT proposes that the recommended allocations indicated under the column “FY19 (P) Allocations, SGR Recommended/Primary Ext. Recommended” be approved and made by the CTB for these projects identified on “Attachment C.”

Action Required by CTB: In order to allocate funding to projects under the Primary Extension Pavement Improvement Program and the State of Good Repair Program for municipality-maintained primary extensions, the CTB must consider and approve those identified and prioritized projects. The CTB will be presented with a resolution for a formal vote. A contingency clause has been added in the resolution to clarify that allocations are not available until a budget has been duly enacted by the Virginia General Assembly.

Result, if Approved: The localities will be able to use the allocated Primary Extension Pavement Improvement Program funds and State of Good Repair Program funds to improve the condition of deteriorated primary extension pavements with a combined condition index of less than 60, as identified on “Attachment B.” The localities will be able to proceed with the projects once they are notified funds are available and are required by the “Primary Extension Improvement Program Policy” to advertise these projects within six months of allocation.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 18, 2014

MOTION

Made By: Mr. Garczynski Seconded By: Mr. Cole

Action: Motion Carried, Unanimously

Title: Primary Extension Improvement Program Policy

WHEREAS, §33.1-23.1(B) of the *Code of Virginia* allows the Commonwealth Transportation Board (Board) to set aside funding for reconstructing those deteriorated interstate and primary system pavements, and, effective July 1, 2014, municipality maintained primary extension pavements, having a Combined Condition Index of less than 60; and

WHEREAS, the statute previously provided funding only for interstate and primary routes maintained by the Commonwealth but will change effective July 1, 2014 pursuant to Chapters 87 and Chapter 741 of the 2014 Acts of Assembly to also provide funding for locally maintained primary extensions; and

WHEREAS, the Board has expressed a desire to establish a policy to accept applications for funding certain locally initiated projects under this set aside; and

WHEREAS, after reviewing the proposed policy, the Board believes the policy for selection of primary extension projects should be adopted as set forth below.

NOW, THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board adopts the following policy and criteria governing the allocation of funds and selection of primary extension paving and reconstruction projects:

1. The Board will annually allocate, 14% of the CTB formula set-aside for reconstructing deteriorated interstate, primary system, and municipality maintained primary extensions [which equates to 3.5% of the total CTB formula set-aside pursuant to section 33.1-23.1 (B)] for projects on locally maintained primary extensions.
2. VDOT will solicit applications from local government on an annual basis to support pavement overlay, rehabilitation, or reconstruction projects.
3. The maximum request permitted under the program will be \$1,000,000 per locality, per fiscal year.
4. All projects funded under this program must be advertised within 6 months of allocation. Projects that receive funding and do not meet this criteria may be subject to deallocation by the Commonwealth Transportation Board.
5. As part of the application process, localities must provide certification that the funding allocated will supplement, not replace, the current level of effort on the part of the locality.
6. Projects will be prioritized for funding based on a technical score that considers pavement condition, traffic volume, and past expenditures on pavement maintenance by the locality.
7. Once projects have been identified and prioritized in accordance with the foregoing process, the project list will be presented to the full Board for its consideration and approval.
8. The Commissioner of Highways is directed to establish administrative procedures to ensure adherence to and compliance with the provisions of this policy and legislative directive.

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Attachment B - List of Primary Extension/ SGR Local Paving Projects Ranked by Score

fkey	Begin Mile Point	End Mile Point	Locality	District	Street Name	Funds Requested	CCI	CCI Points	AADT	AADT Points	NHS	NHS Points	Prior Expendi	EXP Points	Total Score
1980	470.85	471.848	SUFFOLK	HAMPTON Roads	Rt 58	\$343,000	15	40.5	58000	30	Yes	10	Yes	15	95.5
1977	467.58	468.58	SUFFOLK	HAMPTON Roads	Rt 58	\$344,000	15	40.5	43000	30	Yes	10	Yes	15	95.5
1976	466.58	467.58	SUFFOLK	HAMPTON Roads	Rt 58	\$100,000	15	40.5	40000	30	Yes	10	Yes	15	95.5
159	3.788	4.57	COLONIAL HEIGHTS	RICHMOND	State Hwy 144	\$220,000	15	40.5	34000	30	Yes	10	Yes	15	95.5
719	1	1.61	NEWPORT NEWS	HAMPTON Roads	Oyster Point Rd	\$653,867	23	33.3	44000	30	Yes	10	Yes	15	88.3
941	31.024	32.024	NORFOLK	HAMPTON Roads	HAMPTON Blvd	\$356,068	19	36.9	31000	25	Yes	10	Yes	15	86.9
21	10.7	11.7	ALEXANDRIA	NOVA	Duke St	\$500,000	28	28.8	57000	30	Yes	10	Yes	15	83.8
1939	472.68	473.168	SUFFOLK	HAMPTON Roads	Rt 58	\$213,000	30	27	49000	30	Yes	10	Yes	15	82
940	30.027	31.024	NORFOLK	HAMPTON Roads	HAMPTON Blvd	\$174,524	26	30.6	31000	25	Yes	10	Yes	15	80.6
443	272.928	273.248	HAMPTON	HAMPTON Roads	Kecoughtan Rd	\$240,000	15	40.5	13000	15	Yes	10	Yes	15	80.5
465	67.183	67.403	HAMPTON	HAMPTON Roads	Mercury Blvd E	\$110,000	15	40.5	9200	15	Yes	10	Yes	15	80.5
2127	498.768	499.768	VA BEACH	HAMPTON Roads	VIRGINIA BEACH BI	\$500,000	33	24.3	36000	30	Yes	10	Yes	15	79.3
1615	3.744	4.263	CHESAPEAKE	HAMPTON Roads	Kempsville Rd	\$172,000	17	38.7	29000	25	No	0	Yes	15	78.7
2103	498.76	499.76	VA BEACH	HAMPTON Roads	VIRGINIA BEACH BI	\$500,000	34	23.4	36000	30	Yes	10	Yes	15	78.4
1796	58.832	59.784	STAUNTON	STAUNTON	RICHMOND Ave	\$163,000	29	27.9	27000	25	Yes	10	Yes	15	77.9
2424	235.24	235.76	FAIRFAX	NOVA	FAIRFAX Blvd	\$585,114	36	21.6	39000	30	Yes	10	Yes	15	76.6
13	10.864	11.7	ALEXANDRIA	NOVA	Duke St	\$500,000	37	20.7	57000	30	Yes	10	Yes	15	75.7
2623	0.16	0.66	LEESBURG	NOVA	S King St	\$400,000	35	22.5	25000	25	Yes	10	Yes	15	72.5
2288	14.14	14.79	ABINGDON	BRISTOL	Porterfield Hwy	\$233,316	30	27	22000	20	Yes	10	Yes	15	72
1622	5.24	6.24	CHESAPEAKE	HAMPTON Roads	Kempsville Rd	\$419,400	19	36.9	20000	20	No	0	Yes	15	71.9
311	3	3.98	FREDERICKSBURG	Fredericksburg	Lafayette Blvd	\$483,444	15	40.5	11000	15	No	0	Yes	15	70.5
279	11.612	12.08	EMPORIA	HAMPTON Roads	Main St N	\$268,855	15	40.5	9200	15	No	0	Yes	15	70.5
1052	9.34	9.591	PETERSBURG	RICHMOND	E Washington St	\$117,932	15	40.5	21000	20	Yes	10	No	0	70.5
2415	1.19	2.188	FAIRFAX	NOVA	Main St	\$383,897	43	15.3	37000	30	Yes	10	Yes	15	70.3
1617	5.264	6.264	CHESAPEAKE	HAMPTON Roads	Kempsville Rd	\$408,600	21	35.1	20000	20	No	0	Yes	15	70.1
509	26.105	26.904	HOPEWELL	RICHMOND	E Randolph Rd	\$190,000	21	35.1	7500	10	Yes	10	Yes	15	70.1
261	2.308	3.308	DANVILLE	LYNCHBURG	Riverside Dr	\$395,000	29	27.9	12000	15	Yes	10	Yes	15	67.9
926	31.308	31.8	NORFOLK	HAMPTON Roads	HAMPTON Blvd	\$200,502	41	17.1	31000	25	Yes	10	Yes	15	67.1
237	5.25	6.248	DANVILLE	LYNCHBURG	Central Blvd	\$312,000	41	17.1	31000	25	Yes	10	Yes	15	67.1
1310	90.36	91.36	RICHMOND	RICHMOND	Jefferson Davis Hwy S	\$408,000	19	36.9	18000	20	Yes	10	No	0	66.9
2449	121.25	121.764	CHRISTIANSBURG	Salem	ROANOKE St	\$246,159	20	36	9000	15	No	0	Yes	15	66
312	3.98	4	FREDERICKSBURG	Fredericksburg	Lafayette Blvd	\$54,742	15	40.5	6100	10	No	0	Yes	15	65.5

Attachment B - List of Primary Extension/ SGR Local Paving Projects Ranked by Score

fkey	Begin Mile Point	End Mile Point	Locality	District	Street Name	Funds Requested	CCI	CCI Points	AADT	AADT Points	NHS	NHS Points	Prior Expendi	EXP Points	Total Score
728	0	0.348	NEWPORT NEWS	HAMPTON Roads	Yorktown Rd	\$97,485	15	40.5	6000	10	No	0	Yes	15	65.5
382	5.748	6.69	HAMPTON	HAMPTON Roads	Victoria Blvd	\$325,000	15	40.5	5300	10	No	0	Yes	15	65.5
378	5.748	6.69	HAMPTON	HAMPTON Roads	Victoria Blvd	\$325,000	15	40.5	5300	10	No	0	Yes	15	65.5
1336	188.548	189.541	RICHMOND	RICHMOND	Semmes Ave S	\$206,000	15	40.5	11000	15	Yes	10	No	0	65.5
1754	10.59	10.872	STAUNTON	STAUNTON	New Hope Rd	\$60,000	15	40.5	1200	10	No	0	Yes	15	65.5
324	5.18	5.7	FREDERICKSBURG	Fredericksburg	Dixon St	\$206,473	32	25.2	10000	15	Yes	10	Yes	15	65.2
158	2.79	3.788	COLONIAL HEIGHTS	RICHMOND	State Hwy 144	\$780,000	49	9.9	34000	30	Yes	10	Yes	15	64.9
925	30.308	31.308	NORFOLK	HAMPTON Roads	HAMPTON Blvd	\$268,807	44	14.4	31000	25	Yes	10	Yes	15	64.4
507	26.02	26.744	HOPEWELL	RICHMOND	E Randolph Rd	\$168,718	33	24.3	9900	15	Yes	10	Yes	15	64.3
218	0	0.738	DANVILLE	LYNCHBURG	Memorial Dr	\$292,000	34	23.4	13000	15	Yes	10	Yes	15	63.4
1048	9.252	9.79	PETERSBURG	RICHMOND	E Washington St	\$186,158	23	33.3	21000	20	Yes	10	No	0	63.3
2450	121.764	122.736	CHRISTIANSBURG	Salem	ROANOKE St	\$396,747	23	33.3	9000	15	No	0	Yes	15	63.3
2272	8.75	9.748	ABINGDON	BRISTOL	Cummings St	\$231,200	29	27.9	17000	20	No	0	Yes	15	62.9
2496	3.51	4.06	WARRENTON	Culpeper	West Lee Hwy	\$252,126	29	27.9	29000	25	Yes	10	No	0	62.9
1047	8.252	9.252	PETERSBURG	RICHMOND	E Wythe St	\$537,004	30	27	30000	25	Yes	10	No	0	62
1201	108.3	108.384	RADFORD	Salem	Lee Hwy	\$32,326	30	27	27000	25	Yes	10	No	0	62
1193	1.58	1.988	RADFORD	Salem	W Main St	\$53,116	15	40.5	5700	10	Yes	10	No	0	60.5
538	0	0.5	LYNCHBURG	LYNCHBURG	Wards Rd	\$315,489	49	9.9	28000	25	Yes	10	Yes	15	59.9
635	44.728	45.12	MARION	BRISTOL	N Main St	\$276,013	34	23.4	15000	20	No	0	Yes	15	58.4
2475	1.368	1.984	MANASSAS	NOVA	Dumfries Rd	\$160,846	34	23.4	15000	20	No	0	Yes	15	58.4
2633	67.41	68.15	ORANGE	Culpeper	Berry Hill Rd	\$221,450	29	27.9	12000	15	No	0	Yes	15	57.9
1764	1	2	STAUNTON	STAUNTON	Statler Blvd	\$240,000	35	22.5	15000	20	No	0	Yes	15	57.5
2478	3.484	4.484	MANASSAS	NOVA	Sudley Rd	\$256,365	41	17.1	26000	25	No	0	Yes	15	57.1
1761	1	2	STAUNTON	STAUNTON	Statler Blvd	\$240,000	36	21.6	15000	20	No	0	Yes	15	56.6
2318	86.075	87.072	BLUEFIELD	BRISTOL	Virginia Ave	\$456,023	25	31.5	3500	10	No	0	Yes	15	56.5
1762	2	2.21	STAUNTON	STAUNTON	Statler Blvd	\$104,000	42	16.2	11000	15	Yes	10	Yes	15	56.2
2656	16.79	17.422	WINCHESTER	STAUNTON	W Boscawen St	\$275,000	42	16.2	13343	15	Yes	10	Yes	15	56.2
118	37.638	37.777	CHARLOTTESVILLE	Culpeper	Monticello Ave	\$20,388	38	19.8	15000	20	No	0	Yes	15	54.8
\$0	34.18	34.714	ROCKY MOUNT	Salem	Old Franklin Tpke	\$253,053	38	19.8	17000	20	No	0	Yes	15	54.8
1394	19.37	20.374	ROANOKE	Salem	Lafayette Blvd Nw	\$475,000	33	24.3	11000	15	No	0	Yes	15	54.3
2505	0	0.31	ROCKY MOUNT	Salem	Booker T Washington Hwy	\$108,416	28	28.8	5000	10	No	0	Yes	15	53.8
646	1.244	1.676	MARTINSVILLE	Salem	E Commonwealth Blvd	\$160,000	40	18	18000	20	No	0	Yes	15	53

Attachment B - List of Primary Extension/ SGR Local Paving Projects Ranked by Score

fkey	Begin Mile Point	End Mile Point	Locality	District	Street Name	Funds Requested	CCI	CCI Points	AADT	AADT Points	NHS	NHS Points	Prior Expendi	EXP Points	Total Score
539	0.544	1.544	LYNCHBURG	LYNCHBURG	Wards Rd	\$684,511	57	2.7	28000	25	Yes	10	Yes	15	52.7
89	3.512	3.9	BRISTOL	BRISTOL	Lee Hwy	\$144,000	46	12.6	12000	15	Yes	10	Yes	15	52.6
632	43.3	43.824	MARION	BRISTOL	S Main St	\$336,980	35	22.5	9400	15	No	0	Yes	15	52.5
729	0.348	0.94	NEWPORT NEWS	HAMPTON Roads	Yorktown Rd	\$165,836	30	27	6000	10	No	0	Yes	15	52
2487	0.55	0.712	WARRENTON	Culpeper	James Madison Hwy	\$68,038	19	36.9	11000	15	No	0	No	0	51.9
2479	4.484	4.6	MANASSAS	NOVA	Sudley Rd	\$35,164	47	11.7	26000	25	No	0	Yes	15	51.7
528	203.3	203.89	LEXINGTON	STAUNTON	N Lee Hwy	\$445,831	36	21.6	11000	15	No	0	Yes	15	51.6
1188	1.58	1.9	RADFORD	Salem	W Main St	\$42,614	25	31.5	5700	10	Yes	10	No	0	51.5
1747	27.544	28.544	STAUNTON	STAUNTON	Middlebrook Ave	\$193,000	31	26.1	3000	10	No	0	Yes	15	51.1
1297	90.216	91.216	RICHMOND	RICHMOND	Jefferson Davis Hwy N	\$356,000	37	20.7	18000	20	Yes	10	No	0	50.7
2451	122.736	123.26	CHRISTIANSBURG	Salem	ROANOKE St	\$246,247	37	20.7	9000	15	No	0	Yes	15	50.7
153	0.44	1.44	CLIFTON FORGE	STAUNTON	Ridgeway St W	\$564,927	15	40.5	8900	10	No	0	No	0	50.5
110	108.671	109.38	BUENA VISTA	STAUNTON	S Magnolia Ave	\$607,036	15	40.5	7500	10	No	0	No	0	50.5
638	43.3	43.408	MARION	BRISTOL	S Main St	\$42,274	38	19.8	9400	15	No	0	Yes	15	49.8
2346	0	1	NORTON	BRISTOL	Coeburn Ave Sw	\$355,042	33	24.3	2300	10	No	0	Yes	15	49.3
732	0.91	1.12	NEWPORT NEWS	HAMPTON Roads	Yorktown Rd	\$58,827	50	9	11000	15	Yes	10	Yes	15	49
82	1.068	1.202	BRISTOL	BRISTOL	Commonwealth Ave	\$145,000	56	3.6	18000	20	Yes	10	Yes	15	48.6
2397	5.012	5.78	BLACKSBURG	Salem	S Main St	\$284,913	45	13.5	21000	20	No	0	Yes	15	48.5
2387	0	1	BLACKSBURG	Salem	Prices Fork Rd	\$289,465	51	8.1	27000	25	No	0	Yes	15	48.1
2328	4.04	4.964	FARMVILLE	LYNCHBURG	W Third St	\$480,000	40	18	9100	15	No	0	Yes	15	48
114	37.638	37.777	CHARLOTTESVILLE	Culpeper	Monticello Ave	\$18,655	46	12.6	15000	20	No	0	Yes	15	47.6
115	37.777	38.632	CHARLOTTESVILLE	Culpeper	Monticello Ave	\$325,734	46	12.6	15000	20	No	0	Yes	15	47.6
2327	0	0.193	FARMVILLE	LYNCHBURG	S FARMVILLE Rd	\$192,000	46	12.6	17000	20	No	0	Yes	15	47.6
664	4.64	5.276	MARTINSVILLE	Salem	S Memorial Blvd	\$230,000	53	6.3	14000	15	Yes	10	Yes	15	46.3
301	0.468	0.952	FREDERICKSBURG	Fredericksburg	William St	\$250,473	42	16.2	12000	15	No	0	Yes	15	46.2
1499	1.484	2.33	SOUTH BOSTON	LYNCHBURG	N Main St	\$500,000	42	16.2	11000	15	No	0	Yes	15	46.2
2512	68.724	69.724	TAZEWELL	BRISTOL	W Riverside Dr	\$154,553	37	20.7	4300	10	No	0	Yes	15	45.7
179	124.44	125.44	COVINGTON	STAUNTON	S Alleghany Ave	\$388,300	54	5.4	10000	15	Yes	10	Yes	15	45.4
1194	108.3	108.704	RADFORD	Salem	Lee Hwy	\$99,887	49	9.9	27000	25	Yes	10	No	0	44.9
74	1	1.21	BRISTOL	BRISTOL	Oakview Ave	\$75,040	38	19.8	8100	10	No	0	Yes	15	44.8
1191	3.9	4.43	RADFORD	Salem	W Main St	\$136,002	38	19.8	13000	15	Yes	10	No	0	44.8
527	9.33	9.95	LEXINGTON	STAUNTON	Thornhill Rd	\$538,356	38	19.8	5200	10	No	0	Yes	15	44.8

Attachment B - List of Primary Extension/ SGR Local Paving Projects Ranked by Score

fkey	Begin Mile Point	End Mile Point	Locality	District	Street Name	Funds Requested	CCI	CCI Points	AADT	AADT Points	NHS	NHS Points	Prior Expendi	EXP Points	Total Score
2319	87.072	87.828	BLUEFIELD	BRISTOL	Virginia Ave	\$345,791	39	18.9	4000	10	No	0	Yes	15	43.9
2385	0	1	BLACKSBURG	Salem	Prices Fork Rd	\$281,725	56	3.6	27000	25	No	0	Yes	15	43.6
2377	0	0.57	RICHLANDS	BRISTOL	Second St	\$159,332	40	18	6900	10	No	0	Yes	15	43
2521	0.868	0.901	TAZEWELL	BRISTOL	E Riverside Dr	\$9,158	40	18	6300	10	No	0	Yes	15	43
2522	0.901	1.868	TAZEWELL	BRISTOL	E Riverside Dr	\$168,372	40	18	6300	10	No	0	Yes	15	43
2525	0.868	0.901	TAZEWELL	BRISTOL	E Riverside Dr	\$9,159	40	18	6300	10	No	0	Yes	15	43
515	14.84	15.676	HOPEWELL	RICHMOND	Arlington Rd	\$303,835	57	2.7	14000	15	Yes	10	Yes	15	42.7
633	43.824	44.252	MARION	BRISTOL	S Main St	\$243,430	46	12.6	9200	15	No	0	Yes	15	42.6
1165	0	1	PULASKI	Salem	Randolph Ave	\$196,020	35	22.5	2500	10	Yes	10	No	0	42.5
87	2.16	3.16	BRISTOL	BRISTOL	Lee Hwy	\$300,000	58	1.8	13000	15	Yes	10	Yes	15	41.8
278	10.904	11.612	EMPORIA	HAMPTON Roads	Main St N	\$394,664	47	11.7	9400	15	No	0	Yes	15	41.7
1196	109.42	109.688	RADFORD	Salem	E Main St	\$78,639	42	16.2	11000	15	Yes	10	No	0	41.2
349	190.996	191.468	GALAX	Salem	E Stuart Dr	\$172,468	48	10.8	20000	20	Yes	10	No	0	40.8
652	1.48	1.831	MARTINSVILLE	Salem	E Commonwealth Blvd	\$120,000	54	5.4	18000	20	No	0	Yes	15	40.4
2503	33.116	34.18	ROCKY MOUNT	Salem	Pell Ave	\$551,197	55	4.5	19000	20	No	0	Yes	15	39.5
2352	15.696	16.699	NORTON	BRISTOL	Park Ave Sw	\$451,326	50	9	10000	15	No	0	Yes	15	39
645	0.824	1.244	MARTINSVILLE	Salem	W Commonwealth Blvd	\$155,000	50	9	13000	15	No	0	Yes	15	39
2510	66.63	67.15	TAZEWELL	BRISTOL	TAZEWELL Ave	\$101,094	45	13.5	4900	10	No	0	Yes	15	38.5
2391	1	1.432	BLACKSBURG	Salem	N Main St	\$143,897	46	12.6	7000	10	No	0	Yes	15	37.6
1171	2.464	2.816	PULASKI	Salem	E Main St	\$101,581	35	22.5	9800	15	No	0	No	0	37.5
73	0.36	1	BRISTOL	BRISTOL	Piedmont Ave	\$225,000	47	11.7	3600	10	No	0	Yes	15	36.7
1497	0	1	SOUTH BOSTON	LYNCHBURG	N Main St	\$500,000	47	11.7	6900	10	No	0	Yes	15	36.7
156	0	0.27	CLIFTON FORGE	STAUNTON	Roxbury St	\$83,356	31	26.1	4500	10	No	0	No	0	36.1
2214	34.704	35.28	WILLIAMSBURG	HAMPTON Roads	Merrimac Trl	\$158,550	59	0.9	8800	10	Yes	10	Yes	15	35.9
524	18.38	18.73	HOPEWELL	RICHMOND	Winston Churchill Dr	\$88,000	59	0.9	7600	10	Yes	10	Yes	15	35.9
2605	0	0.58	LEBANON	BRISTOL	Cleveland Rd	\$180,925	48	10.8	3500	10	No	0	Yes	15	35.8
2206	1	1.85	WILLIAMSBURG	HAMPTON Roads	S Henry St	\$109,820	49	9.9	3900	10	No	0	Yes	15	34.9
648	2.676	3.18	MARTINSVILLE	Salem	Chatham Rd	\$235,000	49	9.9	4300	10	No	0	Yes	15	34.9
2282	16.932	17.388	ABINGDON	BRISTOL	E Main St	\$183,990	55	4.5	13000	15	No	0	Yes	15	34.5
345	7.364	7.85	GALAX	Salem	S Main St	\$165,769	33	24.3	3100	10	No	0	No	0	34.3
343	5.888	6.37	GALAX	Salem	S Main St	\$110,584	35	22.5	6000	10	No	0	No	0	32.5
2513	69.724	69.74	TAZEWELL	BRISTOL	Adria Rd	\$4,009	52	7.2	4300	10	No	0	Yes	15	32.2

Attachment B - List of Primary Extension/ SGR Local Paving Projects Ranked by Score

fkey	Begin Mile Point	End Mile Point	Locality	District	Street Name	Funds Requested	CCI	CCI Points	AADT	AADT Points	NHS	NHS Points	Prior Expendi	EXP Points	Total Score
2653	0	0.612	WISE	BRISTOL	NORTON Rd	\$256,913	58	1.8	14000	15	No	0	Yes	15	31.8
2201	52.228	53.228	WILLIAMSBURG	HAMPTON Roads	S Boundary St	\$62,720	58	1.8	9300	15	No	0	Yes	15	31.8
1169	1.348	1.76	PULASKI	Salem	W Main St	\$157,000	42	16.2	9800	15	No	0	No	0	31.2
2199	50.45	51.228	WILLIAMSBURG	HAMPTON Roads	Jamestown Rd	\$292,470	59	0.9	9600	15	No	0	Yes	15	30.9
271	0	1	EMPORIA	HAMPTON Roads	Market Dr	\$261,035	59	0.9	11000	15	No	0	Yes	15	30.9
2514	0	0.828	TAZEWELL	BRISTOL	Fairground Rd	\$132,020	55	4.5	2800	10	No	0	Yes	15	29.5
157	0.8	1.5	CLIFTON FORGE	STAUNTON	Verge St	\$219,625	39	18.9	2000	10	No	0	No	0	28.9
2364	11.85	12.049	RICHLANDS	BRISTOL	Raven Rd	\$33,457	57	2.7	5000	10	No	0	Yes	15	27.7
76	0	0.4	BRISTOL	BRISTOL	Sycamore St	\$110,280	57	2.7	840	10	No	0	Yes	15	27.7
516	15.676	16.208	HOPEWELL	RICHMOND	S 15th Ave	\$235,370	57	2.7	7900	10	No	0	Yes	15	27.7
1195	108.704	109.42	RADFORD	Salem	E Main St	\$171,613	58	1.8	12000	15	Yes	10	No	0	26.8
1192	0.58	1.58	RADFORD	Salem	W Main St	\$135,346	53	6.3	5700	10	Yes	10	No	0	26.3
1197	109.688	110.688	RADFORD	Salem	E Main St	\$234,659	59	0.9	11000	15	Yes	10	No	0	25.9
1170	1.76	2.464	PULASKI	Salem	E Main St	\$184,000	48	10.8	9800	15	No	0	No	0	25.8
344	6.37	7.364	GALAX	Salem	S Main St	\$290,475	46	12.6	6000	10	No	0	No	0	22.6
342	4.89	5.888	GALAX	Salem	S Main St	\$202,414	48	10.8	5100	10	No	0	No	0	20.8
64	0.35	1.348	BIG STONE GAP	BRISTOL	Gilley Ave E	\$357,702	55	4.5	9300	15	No	0	No	0	19.5
1168	1.15	1.348	PULASKI	Salem	Randolph Ave	\$38,811	50	9	2800	10	No	0	No	0	19
1166	1	1.15	PULASKI	Salem	Randolph Ave	\$29,403	50	9	2500	10	No	0	No	0	19
1167	1.15	1.348	PULASKI	Salem	Randolph Ave	\$38,811	50	9	2800	10	No	0	No	0	19
1174	0	0.59	PULASKI	Salem	Third St Nw	\$112,500	55	4.5	2700	10	No	0	No	0	14.5
67	1.68	2.27	BIG STONE GAP	BRISTOL	E 5th St N	\$305,383	58	1.8	5200	10	No	0	No	0	11.8

ATTACHMENT C

HAMPTON ROADS

Line Number	Road Name Route Number	Locality Name	FY19 (P) State Allocations			Primary Ext. Recommended	Location	Project Length		Application Reference
			Requested	SGR Recommended				(miles)	District	
1	Route 58	Suffolk	\$ 343,000	\$ 343,000	\$ -	FR: MP 470.85 TO: MP 471.848	1.00	Hampton Roads	1980	
2	Route 58	Suffolk	\$ 344,000	\$ 344,000	\$ -	FR: MP 467.58 TO: MP 468-58	1.00	Hampton Roads	1977	
3	Route 58	Suffolk	\$ 100,000	\$ 100,000	\$ -	FR: MP 466.58 TO: MP 467.58	1.00	Hampton Roads	1,976	
4	Route 58	Suffolk	\$ 213,000	\$ 213,000	\$ -	FR: MP 472.68 TO: MP 473.168	0.488	Hampton Roads	1939	
5	Oyster Point Rd	Newport News	\$ 653,867	\$ 653,867	\$ -	FR: MP 1 TO: MP 1.61	0.61	Hampton Roads	719	
6	Hampton Blvd	Norfolk	\$ 356,068	\$ 356,068	\$ -	FR: MP 31.024 TO: MP 32.024	1.00	Hampton Roads	941	
7	Hampton Blvd	Norfolk	\$ 174,524	\$ 174,524	\$ -	FR: MP 30.027 TO: MP 31.024	0.997	Hampton Roads	940	
8	Kecoughtan Rd	Hampton	\$ 240,000	\$ 240,000	\$ -	FR: MP 272.928 TO: MP 273.248	0.32	Hampton Roads	443	
9	Mercury Blvd E	Hampton	\$ 110,000	\$ 110,000	\$ -	FR: MP 67.183 TO: MP 67.403	0.22	Hampton Roads	465	
10	Virginia Beach Blvd	Virginia Beach	\$ 500,000	\$ 500,000	\$ -	FR: MP 498.768 TO: MP 499.768	1.00	Hampton Roads	2127	
11	Virginia Beach Blvd	Virginia beach	\$ 500,000	\$ 500,000	\$ -	FR: MP 498.76 TO: MP 499.76	1.00	Hampton Roads	2103	
12	Kempsville Rd	Chesapeake	\$ 172,000	\$ 172,000	\$ -	FR: MP 3.744 TO: MP 4.263	0.519	Hampton Roads	1615	
13	Kempsville Rd	Chesapeake	\$ 419,400	\$ 124,280	\$ 295,120	FR: MP 5.24 TO: MP 6.24	1.00	Hampton Roads	1622	
14	Main St N	Emporia	\$ 268,855	\$ -	\$ 268,855	FR: MP 11.612 TO: MP 12.08	0.468	Hampton Roads	279	
15	Kempsville Rd	Chesapeake	\$ 408,600	\$ -	\$ 408,600	FR: MP 5.264 TO: MP 6.264	1.00	Hampton Roads	1617	
16	Hampton Blvd	Norfolk	\$ 200,502	\$ -	\$ 200,502	FR: MP 31.308 TO: MP 31.8	0.492	Hampton Roads	926	
17	Yorktown Rd	Newport News	\$ 97,485	\$ -	\$ 97,485	FR: MP 0 TO: MP 0.348	0.348	Hampton Roads	728	

18	Victoria Blvd	Hampton	\$	325,000	\$	-	\$	325,000	FR: MP 5.748 TO: MP 6.69	0.942	Hampton Roads	382
19	Victoria Blvd	Hampton	\$	325,000	\$	-	\$	325,000	FR: MP 5.748 TO: MP 6.69	0.942	Hampton Roads	378
20	Hampton Blvd	Norfolk	\$	268,807	\$	-	\$	268,807	FR: MP 30.308 TO: MP 31.308	1.00	Hampton Roads	925
21	Yorktown Rd	Newport News	\$	165,836	\$	-	\$	165,836	FR: MP 0.348 TO: MP 0.94	0.592	Hampton Roads	729

Hampton Roads Totals			\$	6,185,944	\$	3,830,739	\$	2,355,205		15.94		
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CULPEPER

Line Number	Road Name Route Number	Locality Name	Requested	SGR Recommended	Primary Ext Recommended	Location	Project Length (Miles)	District	Application Reference
22	West Lee Hwy	Warrenton	\$ 252,126	\$ 138,471	\$ 113,655	FR: MP 3.51 TO: MP 4.06	0.55	Culpeper	2496
23	Berry Hill Rd	Orange	\$ 221,450	\$ -	\$ 221,450	FR: MP 67.41 TO: MP 68.15	0.74	Culpeper	2633
24	Monticello Ave	Charlottesville	\$ 20,388	\$ -	\$ 20,388	FR: MP 37.638 TO: MP 37.777	0.139	Culpeper	118
25	James Madison Hwy	Warrenton	\$ 68,038	\$ -	\$ 68,038	FR: MP 0.55 TO: MP 0.712	0.162	Culpeper	2487

Culpeper Totals			\$	562,002	\$	138,471	\$	423,531		1.59		
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FREDERICKSBURG

Line Number	Road Name Route Number	Locality Name	Requested	SGR Recommended	Primary Ext Recommended	Location	Project Length (Miles)	District	Application Reference
26	Lafayette Blvd	Fredericksburg	\$ 483,444	\$ 72,058	\$ 411,386	FR: MP 3 TO: MP 3.98	0.98	Fredericksburg	311
27	Lafayette Blvd	Fredericksburg	\$ 54,742	\$ -	\$ 54,742	FR: MP 3.98 TO: MP 4	0.02	Fredericksburg	312
28	Dixon St	Fredericksburg	\$ 206,473	\$ -	\$ 206,473	FR: MP 5.18 TO: MP 5.7	0.52	Fredericksburg	324

Fredericksburg Totals			\$	744,659	\$	72,058	\$	672,601		1.52		
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LYNCHBURG

Line Number	Road Name Route Number	Locality Name	Requested	SGR Recommended	Primary Ext Recommended	Location	Project Length (Miles)	District	Application Reference
29	Riverside Dr	Danville	\$ 395,000	\$ 395,000	\$ -	FR: MP 2.308 TO: MP 3.308	1	Lynchburg	261
30	Central Blvd	Danville	\$ 312,000	\$ 179,722	\$ 132,278	FR: MP 5.25	0.998		237

										TO: MP 6.248	Lynchburg	
31	Memorial Dr	Danville	\$	292,000	\$	-	\$	292,000	FR: MP 0 TO: MP 0.738	0.738	Lynchburg	218
32	Wards Rd	Lynchburg	\$	315,489	\$	-	\$	315,489	FR: MP 0 TO: MP 0.5	0.5	Lynchburg	538
33	Wards Rd	Lynchburg	\$	684,511	\$	-	\$	684,511	FR: MP 0.544 TO: MP 1.544	1.00	Lynchburg	539
Lynchburg Totals			\$	1,999,000	\$	574,722	\$	1,424,278			4.236	

NORTHERN VIRGINIA

Line Number	Road Name Route Number	Locality Name	Requested	SGR Recommended	Primary Ext Recommended	Location	Project Length (Miles)	District	Application Reference
34	Duke St	Alexandria	\$ 500,000	\$ 500,000	\$ -	FR: MP 10.7 TO: MP 11.7	1	NOVA	21
35	Fairfax Blvd	Fairfax	\$ 585,114	\$ 149,924	\$ 435,190	FR: MP 235.24 TO: MP 235.76	0.52	NOVA	2424
36	Duke St	Alexandria	\$ 500,000	\$ -	\$ 500,000	FR: MP 10.864 TO: MP 11.7	0.836	NOVA	13
37	S King St	Leesburg	\$ 400,000	\$ -	\$ 400,000	FR: MP 0.16 TO: MP 0.66	0.50	NOVA	2623
38	Main St	Fairfax	\$ 383,897	\$ -	\$ 383,897	FR: MP 1.19 TO: MP 2.188	0.998	NOVA	2415
39	Dumfries Rd	Manassas	\$ 160,846	\$ -	\$ 160,846	FR: MP 1.368 TO: MP 1.984	0.616	NOVA	2475
40	Sudley Rd	Manassas	\$ 256,365	\$ -	\$ 256,365	FR: MP 3.484 TO: MP 4.484	1.00	NOVA	2478
41	Sudley Rd	Manassas	\$ 35,164	\$ -	\$ 35,164	FR: MP 4.484 TO: MP 4.6	0.12	NOVA	2479
NOVA Totals			\$	2,821,386	\$	649,924	\$	2,171,462	5.586

RICHMOND

Line Number	Road Name Route Number	Locality Name	Requested	SGR Recommended	Primary Ext Recommended	Location	Project Length (Miles)	District	Application Reference
42	State Hwy 144	Colonial Heights	\$ 220,000	\$ 220,000	\$ -	FR: MP 3.788 TO: MP 4.57	0.782	Richmond	159
43	E Washington St	Petersburg	\$ 117,932	\$ 117,932	\$ -	FR: MP 9.34 TO: MP 9.591	0.251	Richmond	1052
44	E Randolph Rd	Hopewell	\$ 190,000	\$ 168,073	\$ 21,927	FR: MP 26.105 TO: MP 26.904	0.799	Richmond	509

45	Jefferson Davis Hwy S	Richmond	\$	408,000	\$	-	\$	408,000	FR: MP 90.36 TO: MP 91.36	1.00	Richmond	1310
46	Semmes Ave S	Richmond	\$	206,000	\$	-	\$	206,000	FR: MP 188.548 TO: MP 189.541	0.993	Richmond	1336
47	State Hwy 144	Colonial Heights	\$	780,000	\$	-	\$	780,000	FR: MP 2.79 TO: MP 3.788	1.00	Richmond	158
48	E Randolph Rd	Hopewell	\$	168,718	\$	-	\$	168,718	FR: MP 26.02 TO: MP 26.744	0.724	Richmond	507
49	E Washington St	Petersburg	\$	186,158	\$	-	\$	186,158	FR: MP 9.252 TO: MP 9.79	0.538	Richmond	1048
50	E Wythe St	Petersburg	\$	537,004	\$	-	\$	537,004	FR: MP 8.252 TO: MP 9.252	1.00	Richmond	1047
51	Jefferson Davis Hwy N	Richmond	\$	356,000	\$	-	\$	356,000	FR: MP 90.216 TO: MP 91.216	1.00	Richmond	1297

Richmond Totals			\$	3,169,812	\$	506,005	\$	2,663,807		8.09		
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SALEM												
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Line Number	Road Name Route Number	Locality Name	Requested	SGR Recommended	Primary Ext Recommended	Location	Project Length (Miles)	District	Application Reference
52	Roanoke St	Christiansburg	\$ 246,159	\$ 246,159	\$ -	FR: MP 121.25 TO: MP 121.764	0.514	Salem	2449
53	Roanoke St	Christiansburg	\$ 396,747	\$ 243,185	\$ 153,562	FR: MP 121.764 TO: MP 122.736	0.972	Salem	2450
54	Lee Hwy	Radford	\$ 32,326	\$ -	\$ 32,326	FR: MP 108.3 TO: MP 108.384	0.084	Salem	1201
55	W Main St	Radford	\$ 53,116	\$ -	\$ 53,116	FR: MP 1.58 TO: MP 1.988	0.408	Salem	1193
56	Old Franklin Tpke	Rocky Mount	\$ 253,053	\$ -	\$ 253,053	FR: MP 34.18 TO: MP 34.714	0.972	Salem	2504
57	Lafayette Blvd Nw	Roanoke	\$ 475,000	\$ -	\$ 475,000	FR: MP 19.37 TO: MP 20.374	1.004	Salem	1394
58	Booker T Washington Hwy	Rocky Mount	\$ 108,416	\$ -	\$ 108,416	FR: MP 0 TO: MP 0.31	0.31	Salem	2505
59	E Commonwealth Blvd	Martinsville	\$ 160,000	\$ -	\$ 160,000	FR: MP 1.244 TO: MP 1.676	0.432	Salem	646
60	W Main St	Radford	\$ 42,614	\$ -	\$ 42,614	FR: MP 1.58 TO: MP 1.9	0.32	Salem	1188
61	Roanoke St	Christiansburg	\$ 246,247	\$ -	\$ 246,247	FR: MP 122.736 TO: 123.26	0.524	Salem	2451

Salem Totals			\$ 2,013,678	\$489,344	\$ 1,524,334	5.54
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STAUNTON						
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Line Number	Road Name Route Number	Locality Name	Requested	SGR Recommended	Primary Ext Recommended	Location	Project Length (Miles)	District	Application Reference
62	Richmond Ave	Staunton	\$ 163,000	\$ 163,000	\$ -	FR: MP 58.832 TO: MP 59.784	0.952	Staunton	1796
63	New Hope Rd	Staunton	\$ 60,000	\$ 60,000	\$ -	FR: MP 10.59 TO: MP 10.872	0.282	Staunton	1754
64	Statler Blvd	Staunton	\$ 240,000	\$ 187,236	\$ 52,764	FR: MP 1 TO: MP 2	1.00	Staunton	1764
65	Statler Blvd	Staunton	\$ 240,000	\$ -	\$ 240,000	FR: MP 1 TO: MP 2	1.00	Staunton	1761
66	Statler Blvd	Staunton	\$ 104,000	\$ -	\$ 104,000	FR: MP 2 TO: MP 2.21	0.21	Staunton	1762
67	W Boscawen St	Winchester	\$ 275,000	\$ -	\$ 275,000	FR: MP 16.79 TO: MP 17.422	0.632	Staunton	2656
68	N Lee Hwy	Lexington	\$ 445,831	\$ -	\$ 445,831	FR: MP 203.3 TO: MP 203.89	0.59	Staunton	528
69	Middlebrook Ave	Staunton	\$ 193,000	\$ -	\$ 193,000	FR: MP 27.544 TO: MP 28.544	1.00	Staunton	1747

Staunton Totals			\$ 1,720,831	\$ 410,236	\$ 1,310,595	5.67
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BRISTOL						
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Line Number	Road Name Route Number	Locality Name	Requested	SGR Recommended	Primary Ext Recommended	Location	Project Length (Miles)	District	Application Reference
70	Porterfield Hwy	Abingdon	\$ 233,316	\$202,196	\$ 31,120	FR: MP 14.14 TO: MP 14.79	0.65	Bristol	2288
71	Cummings St	Abingdon	\$ 231,200	\$ -	\$ 231,200	FR: MP 8.75 TO: MP 9.748	0.998	Bristol	2272
72	N Main St	Marion	\$ 276,013	\$ -	\$ 276,013	FR: MP 44.728 TO: MP 45.12	0.392	Bristol	635
73	Virginia Ave	Blefield	\$ 456,023	\$ -	\$ 456,023	FR: MP 86.075 TO: MP 87.072	0.997	Bristol	2318
74	Lee Hwy	Bristol	\$ 144,000	\$ -	\$ 144,000	FR: MP 3.512 TO: MP 3.9	0.388	Bristol	89
75	S Main St	Marion	\$ 336,980	\$ -	\$ 336,980	FR: MP 43.3 TO: MP 43.824	0.524	Bristol	632

Bristol Totals			\$ 1,677,532	\$ 202,196	\$ 1,475,336	3.95
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TOTAL FUNDS REQUESTED	\$	20,894,844	
TOTAL SGR FUNDS	\$	6,873,695	Includes FY19 Budget \$5,413,820 plus previous surplus \$1,459,875
TOTAL PRIMARY EXT FUNDS	\$	14,021,149	Includes FY19 Budget \$14,409,352 minus FY19 applied to FY19 projects \$305,421. Leaves \$82,782 FY19 surplus.
TOTAL PROJECT LENGTHS		52.11	



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 16, 2018

MOTION

Made By: Seconded By: Action:

**Title: State of Good Repair Prioritization Process Methodology – Attachment B –
FY 2019 State of Good Repair Percentage Fund Distribution**

WHEREAS, § 33.2-369 of the Code of Virginia prescribes that the Commonwealth Transportation Board (the Board) shall use funds allocated in § 33.2-358 and § 58.1-1741 for state of good repair purposes for reconstruction and replacement of structurally deficient state and locally-owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions; and

WHEREAS, § 33.2-369 (B) also requires that the state of good repair funds be allocated by the Board to projects in all nine construction districts based on a priority ranking system that takes into consideration (i) the number, condition, and costs of structurally deficient bridges and (ii) the mileage, condition, and costs to replace deteriorated pavements and further provides that the Board shall ensure an equitable needs-based distribution of funding among the highway construction districts, with no district receiving more than 17.5 percent or less than 5.5 percent of the total funding allocated in any given year; and

WHEREAS, Enactment Clause 2 of Chapter 684 of the 2015 Virginia Acts of Assembly required the Board to develop the priority ranking system pursuant to § 33.2-369 of the Code by July 1, 2016; and

WHEREAS, VDOT developed a proposed priority ranking system methodology for structurally deficient bridges and deteriorated pavements that meets the requirements set forth in §33.2-369 (B) and was approved by the Board on June 14, 2016 (State of Good Repair Prioritization Process Methodology); and

WHEREAS, VDOT developed State of Good Repair preliminary district allocation percentages as set out in the FY 2017 State of Good Repair Percentage Fund Distribution Chart for use in the FY 2017 State of Good Repair allocations, which district allocation percentages were also approved by the Board on June 14, 2016 and set forth in Attachment B to the State of Good Repair Prioritization Process Methodology; and

WHEREAS, VDOT has, for FY 2019, proposed updates to the district allocation percentages previously established and set forth in the FY 2017 State of Good Repair Percentage Fund Distribution Chart, based on needs identified in the *Virginia Department of Transportation 2017 Annual Report Pursuant to Section 33.2-232 of the Code of Virginia* as the State of Good Repair Program Needs; and

WHEREAS, VDOT recommends that the Board approve the proposed district allocation percentages set forth in Attachment B, FY 2019 State of Good Repair Percentage Fund Distribution Chart (attached hereto), for the purpose of making allocations pursuant to the State of Good Repair Program in FY2019.

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the FY 2019 State of Good Repair Percentage Fund Distribution set forth in Attachment B, as attached hereto, is approved for the purpose of making FY 2019 State of Good Repair Program allocations and shall be used by VDOT in applying the State of Good Repair Prioritization Process Methodology for identifying and recommending to the Board projects for State of Good Repair funding for FY 2019 through FY 2024.

BE IT FURTHER RESOLVED, that VDOT is hereby directed to update the district allocation percentages set forth in the State of Good Repair Percentage Fund Distribution Chart for purposes of identifying and recommending to the Board projects for State of Good Repair funding for FY 2021 through FY 2026 and present those percentages to the Board for approval prior to commencement of FY 2021.

#####

CTB Decision Brief

Approval of State of Good Repair Prioritization Process Methodology – Attachment B - FY 2019 State of Good Repair Percentage Fund Distribution

Issue: Pursuant to § 33.2-369 of the *Code of Virginia*, the Commonwealth Transportation Board (the Board) shall use properly allocated funds for state of good repair purposes (defined as “improvement of deficient pavement conditions and improvement of structurally deficient bridges”) (State of Good Repair Funds) for reconstruction and replacement of structurally deficient state and locally owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions. Section 33.2-369 requires the Board to allocate the state of good repair funds to projects in all nine construction districts based on a priority ranking system that takes into consideration (i) the number, condition, and costs of structurally deficient bridges and (ii) the mileage, condition, and costs to replace deteriorated pavements and provides further that the Board shall ensure an equitable needs-based distribution of funding among the highway construction districts, with no district receiving more than 17.5 percent or less than 5.5 percent of the total funding allocated in any given year. VDOT has, for FY 2019, proposed updates to the district allocation percentages previously established and set forth in the FY 2017 State of Good Repair Percentage Fund Distribution Chart and seeks Board approval of the updated distribution percentages.

Facts: Enactment Clause 2 of Chapter 684 of the 2015 Virginia Acts of Assembly required the Board to develop a priority ranking system required by § 33.2-369 by July 1, 2016. In response to the 2015 legislative mandate, on June 14, 2016, the Board approved the State of Good Repair Prioritization Process Methodology as well as the State of Good Repair preliminary district allocation percentages as set out in the FY 2017 State of Good Repair Percentage Fund Distribution Chart for use in the FY 2017 State of Good Repair allocations. However, the Board directed VDOT to update the FY 2017 State of Good Repair Percentage Fund Distribution Chart, based on the needs reported/identified in the *Virginia Department of Transportation 2017 Annual Report Pursuant to Section 33.2-232 of the Code of Virginia*, (Annual Report) for purposes of providing FY 2019 State of Good Repair Program allocations.

Section 33.2-232 of the *Code* requires the Commissioner of Highways to report, in the Annual Report, a listing of prioritized pavement and bridge needs based on the priority ranking system developed by the Board pursuant to § 33.2-369 and a description of the priority ranking system. In order to identify the state of good repair needs required by § 33.2-232, the approved State of Good Repair Prioritization Process Methodology is applied to the needs used to compile information in the Annual Report relating to costs associated with bringing deteriorated pavement and structurally deficient bridge assets to a state of good repair.

Recommendation: VDOT recommends the Board approve the proposed district allocation percentages set forth in Attachment B to the State of Good Repair Prioritization Process Methodology and authorize the Commissioner to use said percentages in applying the Methodology for purposes of identifying and recommending projects to the Board for State of Good Repair funding for FY2019 through FY2024 .

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

Decision Brief

Approval of State of Good Repair Prioritization Process -Attachment B - FY 2019 State of Good Repair Percentage Fund Distribution

May 16, 2018

Page Two

Result, if Approved: The Commissioner will be authorized to apply the State of Good Repair Prioritization Process Methodology using the district allocation percentages set forth in Attachment B – FY 2019 State of Good Repair Percentage Fund Distribution Chart- in order to identify and recommend projects for the State of Good Repair funding.

Options: The Board may approve, reject or modify the recommendation.

Public Comments/Reactions: None.

Attachment B
 FY 2019 State of Good Repair Percentage Fund Distribution Chart

District	FY 2019 Update	VDOT			Localities		
		Pavement	Bridge	Total	Pavement	Bridge	Total
Bristol	12.53%	18%	60%	78%	2%	20%	22%
Salem	11.40%	25%	59%	84%	6%	10%	16%
Lynchburg	6.39%	22%	63%	85%	9%	6%	15%
Richmond	17.50%	17%	71%	88%	4%	8%	12%
Hampton Roads	17.50%	3%	37%	40%	26%	34%	60%
Fredericksburg	11.66%	11%	85%	96%	1%	3%	4%
Culpeper	6.39%	26%	40%	66%	3%	31%	34%
Staunton	10.23%	27%	64%	91%	6%	3%	9%
Northern Virginia	6.39%	24%	65%	89%	10%	1%	11%



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda Item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 16, 2018

MOTION

Made By: Seconded By: Action:

Title: Location Approval for Access Roadway North of Mudd Tavern Road (Route 606)

Spotsylvania County

WHEREAS, in accordance with § 33.2-208 of the Code of Virginia, and policies of the Commonwealth Transportation Board, a Location Public Hearing was held on Tuesday November 14, 2017 at the Thornburg Middle School in Spotsylvania County, Virginia, for the purpose of considering a proposed alignment for a new secondary access road (Route 2092), including a connection to Route 606, from an intersection with Dan Bell Lane, a private road, to an intersection with South Roxbury Mill Road, Route 632; and

WHEREAS, this new road will be parallel to, north of, and include a connection with, Route 606, Mudd Tavern Road, as shown on the attachments; and

WHEREAS, the proposed urban local roadway was shown as a two-lane roadway with shoulders and a roundabout for the intersection of the access road and the connection to Route 606 (Project 2092-088-710, P101; and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for the proposed alignment location as presented, their statements being duly recorded. Two comments were received with one in support and one requesting clarification of an issue; and

WHEREAS, the Spotsylvania County Board of Supervisors has endorsed this project and the proposed alignment by providing funding for the project; and

Resolution of the Board
Location Approval for Access Roadway North of Mudd Tavern Road (Route 606)
Spotsylvania County
May 16, 2018
Page 2 of 2

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

WHEREAS, the project does not utilize federal funds; all appropriate environmental coordination and investigations with local, State and Federal agencies have been conducted, and no significant environmental impacts are anticipated as a result of this alignment;

NOW, THEREFORE, BE IT RESOLVED, that the alignment of this access road as proposed and presented at the Location Public Hearing on November 14, 2017 is approved as the preferred alignment for the access road, including a connection to Route 606, Mudd Tavern Road as shown on the attachments.

#####

CTB Decision Brief
Proposed Location Approval
Access Roadway North of Mudd Tavern Road (Route 606)
Project 2092-088-710, P101
UPC 111456
Spotsylvania County

Issues: The purpose of this project is to construct a new access road and connector road parallel to and north of Mudd Tavern Road (Route 606) in Thornburg to provide secondary access to parcels which are being affected by the widening of Mudd Tavern Road under project 0606-088-654, P101, R201, C501 UPC 105464, which includes the installation of a raised median along Route 606 from the intersection of Route 1 to the interchange at Interstate I-95. This new roadway requires location approval from the Commonwealth Transportation Board (“CTB”) pursuant to Virginia Code §33.2-208.

Facts:

- A Location Public Hearing was held for this project on Tuesday November 14, 2017, from 5:00 to 7:00 pm, at the Thornburg Middle School located at 6929 North Roxbury Mill Road in Spotsylvania County.
- 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, their statements being duly recorded in emails and comment sheets.
- The proposed Project is in Spotsylvania County and is supported by the County via the provision of Local and Revenue Sharing funding for the project.
- This State and Local funded project has been through the required Environmental Review Process (ERP) and no significant environmental impacts are anticipated as a result of this alignment. This project is not required to follow National Environmental Policy Act (NEPA) requirements. The economic, social, and environmental effects of the proposed Project have been duly examined and given proper consideration, and this evidence, along with all other has been carefully reviewed.

Recommendations: The Virginia Department of Transportation recommends the approval of the location of the Access Road, including a connection to Route 606, as shown in the attached exhibit.

Action Required by CTB: Virginia Code § 33.2-208 requires a majority vote of the CTB to locate and establish the routes to be followed by the roads comprising the systems of state highways between points designated in the establishment of such systems. The CTB will be presented with a resolution for a formal vote to approve the location of this access road, including a connection to Route 606, to be established as secondary Route 2092 in the County of Spotsylvania.

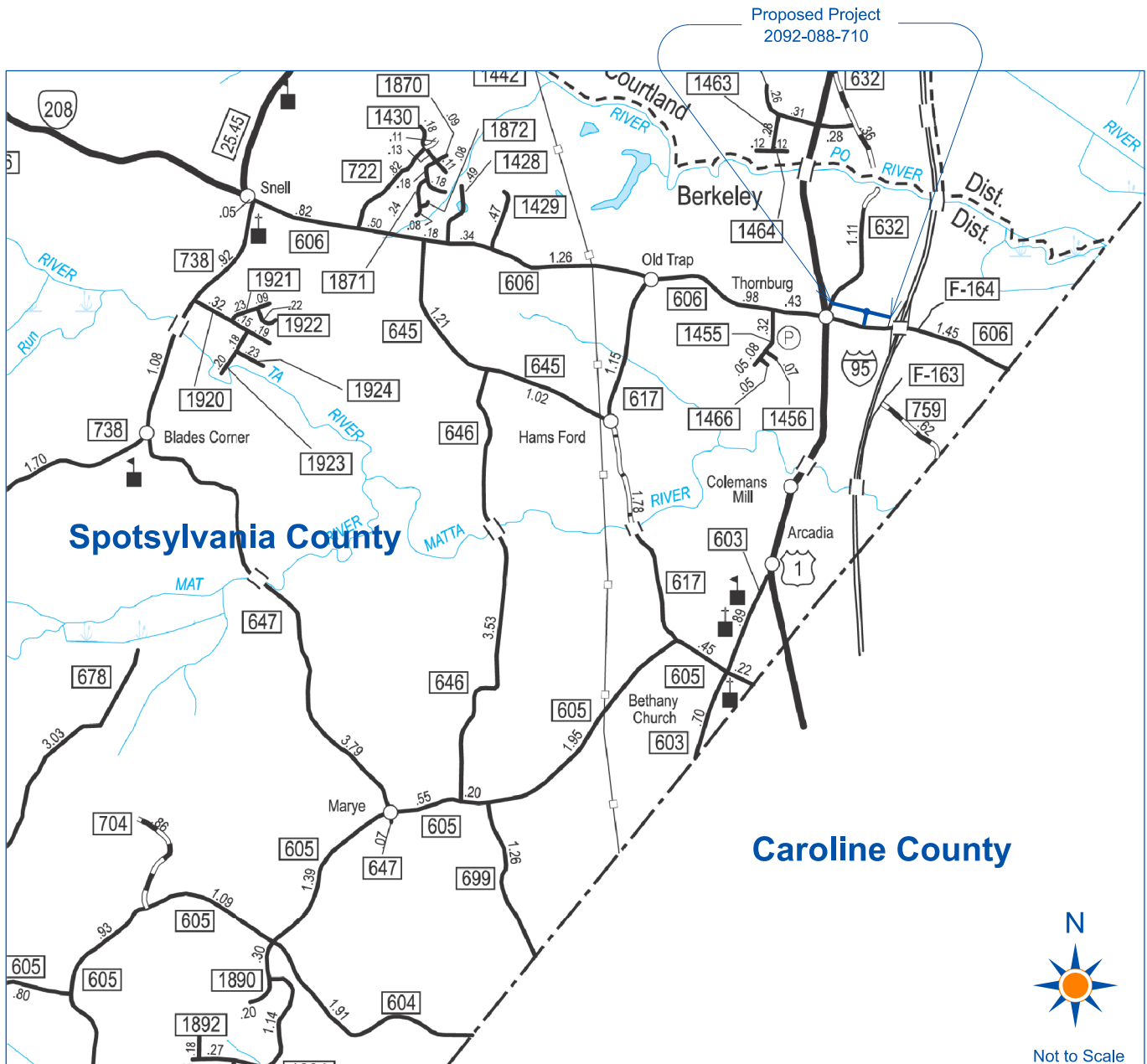
Result, if Approved: If approved by the Board the project will continue development through design, right of way acquisition and construction.

Options: Approve, Deny, or Defer.

CTB Decision Brief
Proposed Location Approval
Access Roadway North of Mudd Tavern Road (Route 606)
Spotsylvania County
May 16, 2018
Page 2 of 2

Public Comments/Reactions: Thirty-two (32) citizens attended the Location Public Hearing Community Information Meeting per the sign in sheets. Two (2) comments were received. One was in agreement with the proposed access road and one requested clarification on the access provided along Route 606.

Rte 2092 - Location Map







COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Chairperson

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 16, 2018

MOTION

Made By: Seconded By: Action:

**Title: Limited Access Control Changes (LACCs) Industrial Development Authority
(IDA) Route 744 and Route 121 Hawk's Nest Interchange
County of Buchanan**

WHEREAS, on August 17, 2000 the Commonwealth Transportation Board (CTB) approved the proposed location of the Coalfields Expressway from Route 23 (at Pound), to the West Virginia State Line, in Buchanan, Dickenson and Wise Counties and designated it as U. S. Route 121; and

WHEREAS, the Coalfields Expressway was to be constructed in multiple segments, including the Hawk's Nest section in Buchanan County; and

WHEREAS, on June 19, 2008, the Commonwealth Transportation Board resolved and approved the Hawks Nest section of the Coalfields Expressway on a new alignment and designated it as a Limited Access Highway between the proposed U.S. 460 connector and State Route 614; and

WHEREAS, as part of the Appalachian Development Act of 1965, Congress authorized construction of the Appalachian Development Highway System (ADHS) in Virginia and Kentucky; and

WHEREAS, Route 460 is designated Corridor Q, an approved ADHS Corridor, which both intersects the Coalfields Expressway and overlaps it and includes the Hawks Nest and Poplar Creek segments of the Coalfields Expressway, as well as the Coalfields

Resolution of the Board
Proposed Limited Access Control Change (LACC)
Industrial Development Authority Route 744 and Route 121 Hawks Nest
Buchanan County
May 16, 2018
Page 2 of 3

Expressway/Corridor Q connection. The segments are dually designated Route 460/121 from where the routes intersect to Grundy; and

WHEREAS, the completion of portions of Corridor Q in Kentucky and Virginia are anticipated that would open Corridor Q/Coalfields Expressway to traffic in the near future before the Hawks Nest Project is completed; and

WHEREAS, proposed State Highway Project 0744-013-941, P101, C101; UPC 108012 (“Project”), designated as State Route 744, will provide a temporary alternative to maintain traffic flow to and from completed sections of Route 460/121 while the Hawks Nest section is constructed; and

WHEREAS, when Route 460/121 is completed, State Route 744 will be used to provide access to a 1,000 acre industrial, business and residential development; and

WHEREAS, a Notice of Willingness to hold a Public Hearing on the Project was advertised or posted on October 10, 12 and 17, 2017 with the comment period closing on October 25, 2017, and no requests for a hearing or other comments were received; and

WHEREAS, the limited access control line needs to be modified, with a break in one area as shown on the attached exhibit; and

WHEREAS, the Bristol District did not require a traffic analysis for this project because Route 460/121 is an ADHS Corridor Q project on a new location and the IDA Road (Route 744) is a new connection providing access to the local industrial, business and residential community; and

WHEREAS, the Project is in an air quality attainment area and the project will not have an adverse impact on air quality; and

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

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

WHEREAS, the proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) was prepared under an agreement between VDOT and the Federal Highway Administration on February 15, 2017; and

Resolution of the Board
Proposed Limited Access Control Change (LACC)
Industrial Development Authority Route 744 and Route 121 Hawks Nest
Buchanan County
May 16, 2018
Page 3 of 3

WHEREAS, the proposed Project is in the County of Buchanan and is supported by a letter from the County Administrator dated April 30, 2018; and

WHEREAS, the FHWA provided approval for State Highway Project 0744-013-941, P101, C101; UPC 108012 and the proposed LACC by letter dated April 27, 2018; and

WHEREAS, the Department has reviewed the requested change and determined that all requirements of 24 VAC 30-401-20 have been met.

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the Hawks Nest Section of the Coalfields Expressway continue to be designated as a limited access highway and control area, with a break in limited access from the current location with all modifications as shown on the exhibit.

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

#####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Industrial Development Authority Route 744 and Route 121 Hawk's Nest Interchange
Project 0744-013-941, P101, C101; UPC 108012

Issues: Route 460 is designated Corridor Q, an approved Appalachian Development Highway System Corridor, both intersects the Coalfields Expressway and overlaps it and includes the Hawk's Nest and Poplar Creek segments of Coalfields Expressway, as well as the Coalfields Expressway/Corridor Q connection. Although not currently carrying traffic, it is anticipated the completion of projects in Kentucky and Virginia will open Corridor Q to traffic before completion of the Hawk's Nest segment. The proposed project (Route 744) will provide a temporary alternative to maintain traffic flow to and from the completed sections of Corridor Q while Hawk's Nest is constructed. When Corridor Q is completed, Route 744 will be used to provide access to a 1,000 acre industrial, business and residential development. The limited access control line needs to be modified with a break in one area as shown on the attached exhibit. This change requires the approval of the Commonwealth Transportation Board ("CTB").

Facts:

- June 19, 2008, the CTB designated the Coalfields Expressway Section called Hawk's Nest as a Limited Access Highway between the proposed US 460 Connector and State Route 614.
- A Notice of Willingness to hold a Public Hearing on this proposed State Highway Project 0744-013-941, P101, C101; UPC 108012 ("Project") was advertised or posted on October 10, 12 and 17, 2017 with the comment period closing on October 25, 2017 and no request for a hearing or other comments were received.
- The Bristol District did not require a traffic analysis report for this project because Route 460/121 is an ADHS Corridor Q project on a new location and the IDA Road (Route 744) is a new connection providing access controls to the local industrial, business and residential community.
- This project is located in an air quality attainment area and the project will not have an adverse impact on air quality.
- The Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways.
- The economic, social, and environmental effects of the proposed project have been duly examined and given proper consideration, and this evidence, along with all other has been carefully reviewed.
- The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) was prepared under an agreement between VDOT and the Federal Highway Administration on February 15, 2017.
- The proposed project is in the County of Buchanan and is supported by a letter from the County Administrator dated April 30, 2018.
- The FHWA provided approval for State Highway Project 0744-013-941, P101, C101; UPC 108012 and the proposed LACC by letter dated April 27, 2018.
- The proposed LACC is in compliance with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

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

CTB Decision Brief
Proposed Limited Access Control Changes
Industrial Development Authority Route 744 and Route 121 Hawk's Nest
Buchanan County
May 16, 2018
Page 2 of 2

Section of the Coalfields Expressway continue to be designated as a Limited Access Highway with the limited access control being modified with a break as shown on the attached exhibit. This action will modify the limited access line and right of way previously approved by the CTB.

Action Required by CTB: Virginia Code § 33.2-401 requires a majority vote of the CTB to approve the recommended LACC. The CTB will be presented with a resolution for a formal vote to approve the limited access control change for the proposed project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACC.

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: A Posting of Willingness to hold a Public Hearing was advertised and no request for a Public Hearing was received.

BUCHANAN COUNTY BOARD OF SUPERVISORS

James Carroll Branham, Chairman
North Grundy District
G. Roger Rife, Vice-Chairman
South Grundy District
William P. Harris
Hurricane District
Harold Fuller
Garden District
Craig Stiltner
Rocklick District
Earl Scott
Prater District
Trey Adkins
Knox District



Robert Craig Horn
County Administrator

Lawrence L. Moise, III Esq.
County Attorney

April 30, 2018

Robert Leonard, L.S., P.E.
Virginia Department of Transportation
Bristol District
870 Bonham Road
Bristol, Va. 24201

Re: UPC 108012 Agreement & Appendix "A" and Appendix "B"

Dear Mr. Leonard:

Please accept this letter as confirmation that the Board of Supervisors for Buchanan County, Va. is in complete agreement for a break in the limited access requirement for U.S. 121 so as to permit the future connection between Route 744 and U.S. Route 121 in Buchanan County, Va. The resolution to that effect along with providing authorization for County officials to sign the UPC 108012 Agreement along with Appendix "A" and Appendix "B" and any other documents that may be necessary for the furtherance of the Rt. 744 project will be on the Board of Supervisors meeting agenda for May 7, 2018. I will get the signed originals of the executed agreement with Appendix "A" and Appendix "B" out into the mail to your attention on May 8, 2018. Additionally, I will forward PDF copies of same by e-mail to your attention on May 8, 2018. If you require any further information please let me know.

Sincerely,

Robert Craig Horn
County Administrator

cc. J. Carroll Branham, Chairman, Board of Supervisors
Marcus Stiltner, P.E., County Road Engineer
Lawrence L. Moise III, County Attorney

PROJECT MANAGER: ROBERT LEONARD, 276-696-3258
SURVEYED BY, DATE: TUCK, 276-523-4559, 2014
DESIGN BY: JAMES BULLINS, 276-696-3349
SUBSURFACE UTILITY BY, DATE: EDDIE STAMPER, 276-696-3258, 2016

BRISTOL DISTRICT DESIGN UNIT

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	744	0744-013-941, C-501	8

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

IDA ROAD

VDOT Location & Design
Bristol, Virginia
HYDRAULIC ENGINEER

VDOT Location & Design
Bristol, Virginia
ROADWAY ENGINEER

REFERENCES
PROFILE 8A & 8C
ENTRANCE 10
ESC LEGEND 2
DRAINAGE DESC. 3B
ST. SEW. PROFILE 9(A)

Curve CONN5
PI • 1472.69
DELTA • 23° 36' 32.97" (LT)
D • 9' 06" 32"
T • 131.46'
L • 259.18'
R • 629.00'
PC • 1341.23
PT • 1600.42
V • 35 MPH
E • 6.5 %

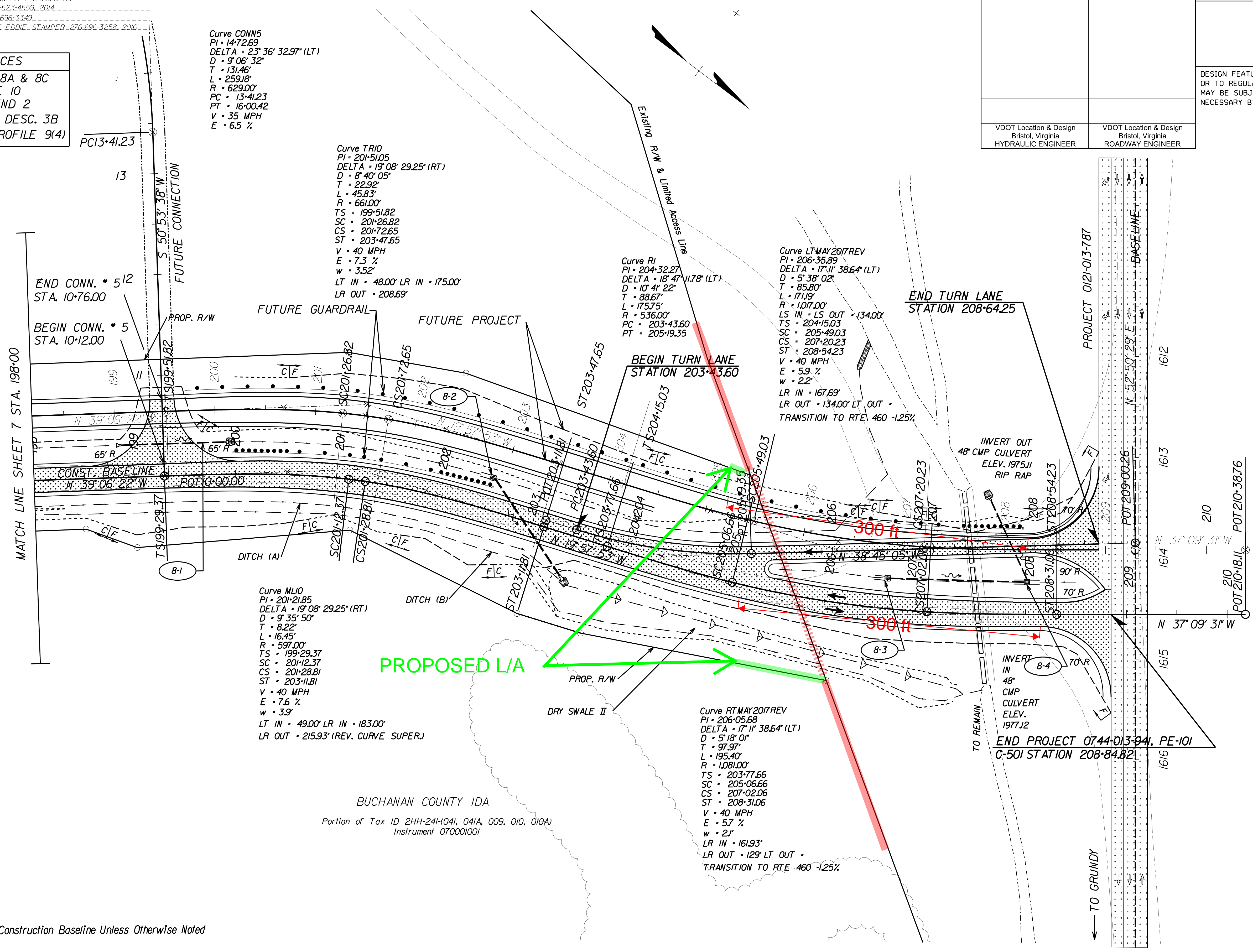
Curve TRI0
PI • 20151.05
DELTA • 19° 08' 29.25" (RT)
D • 8' 40" 05"
T • 22.92'
L • 45.83'
R • 661.00'
TS • 19951.82
SC • 20126.82
CS • 20172.65
ST • 20347.65
V • 40 MPH
E • 7.3 %
w • 3.52"
LT IN • 48.00' LR IN • 175.00'
LR OUT • 208.69'

Curve RI
PI • 20432.27
DELTA • 18° 47' 11.78" (LT)
D • 10' 41" 22"
T • 88.67'
L • 175.75'
R • 536.00'
PC • 20343.60
PT • 20519.35

Curve LT MAY 2017 REV
PI • 20635.89
DELTA • 17° 11' 38.64" (LT)
D • 5' 38" 02"
T • 85.80'
L • 171.19'
R • 1017.00'
LS IN • LS OUT • 134.00'
TS • 20415.03
SC • 20549.03
CS • 20720.23
ST • 20854.23
V • 40 MPH
E • 5.9 %
w • 2.2"
LR IN • 167.69'
LR OUT • 134.00' LT OUT •
TRANSITION TO RTE 460 -1.25%

Curve ML10
PI • 20121.85
DELTA • 19° 08' 29.25" (RT)
D • 9' 35" 50"
T • 8.22'
L • 16.45'
R • 597.00'
TS • 19929.37
SC • 20112.37
CS • 20128.81
ST • 20311.81
V • 40 MPH
E • 7.6 %
w • 3.9"
LT IN • 49.00' LR IN • 183.00'
LR OUT • 215.93' (REV. CURVE SUPER.)

Curve RT MAY 2017 REV
PI • 20605.69
DELTA • 17° 11' 38.64" (LT)
D • 5' 18" 01"
T • 97.97'
L • 195.40'
R • 1081.00'
TS • 20377.66
SC • 20506.66
CS • 20702.06
ST • 20831.06
V • 40 MPH
E • 5.7 %
w • 2.1"
LR IN • 161.93'
LR OUT • 129' LT OUT •
TRANSITION TO RTE 460 -1.25%

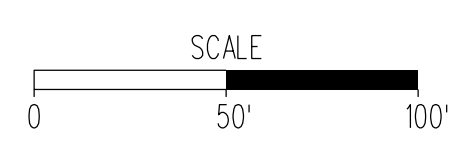


BUCHANAN COUNTY IDA
Portion of Tax ID 2HH-241041, 041A, 009, 010, 010A)
Instrument 070001001

PROJECT 0121-013-787
Δ • 90'
STA. 1614+55.78

NOTE:
1) R/W Based on Construction Baseline Unless Otherwise Noted

- Denotes Construction Limits in Cuts
- Denotes Edge of Pavement Project 0121-013-787
- Denotes Construction Limits in Fills
- Denotes Drainage Information
- Denotes Edge of Pavement



PROJECT	SHEET NO.
0744-013-941	8

LIMITED ACCESS CONTROL POINTS
Proposed Limited Access Break on Rte. 121
Proj. 0121-013-787, PE-101, RW-201, C-501
"Hawks Nest"
Buchanan County, Virginia

	BASELINE	STATION	OFFSET (FT)	LEFT/RIGHT
FROM:	RTE. 121 CONST C/L	1613+47.52	370.60'	RIGHT
TO:	RTE. 121 CONST C/L	1614+55.91	330.63'	RIGHT



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

May 1, 2018

The Honorable Shannon Valentine
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer Mitchell
The Honorable Jerry L. Stinson II
The Honorable Henry "Hap" Connors, Jr.
The Honorable Mary Hughes Hynes
The Honorable Allison DeTuncq
The Honorable F. Gary Garczynski
The Honorable Carlos M. Brown
The Honorable Stephen A. Johnsen
The Honorable F. Dixon Whitworth, Jr.
The Honorable E. Scott Kasprowicz
The Honorable Court G. Rosen
The Honorable Marty Williams
The Honorable John Malbon
The Honorable Greg Yates

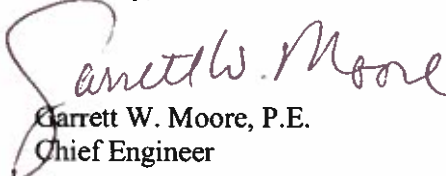
Subject: Approval of Limited Access Control Changes (LACCs) on Route 121 Hawk's Nest Intersection in the County of Buchanan.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for limited access control changes (LACCs) for your consideration. The proposed limited access control changes on State Highway Project 0744-013-941, P101, C101 provides for an adjustment in the limited access on Route 121 at the intersection. These adjustments in limited access control are needed to provide road improvements on Route 744. This is a new road to provide a temporary alternative to maintain traffic flow to and from the completed sections of the Appalachian Development Highway System while the remaining section is constructed. It has been determined that these adjustments in limited access control are required for the project and are recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these limited access control changes 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,


Garrett W. Moore, P.E.
Chief Engineer

VirginiaDOT.org
WE KEEP VIRGINIA MOVING



COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

April 24, 2018

Ms. Jessie Yung, P.E.
Division Administrator
Federal Highway Administration
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

FEDERAL HIGHWAY ADMINISTRATION
RECEIVED
APR 25 2018
VA DIVISION OFFICE
RICHMOND, VA

Attention Ms. Janice L. Williams

Route 121; Coalfields Expressway
“Hawk’s Nest” Section – IDA Road Limited Access Break
Project #: 0744-013-941 (Route 121 Project #: 0121-013-787)
UPC #: 108012

Request for Modified Limited Access

Dear Ms. Yung,

The Virginia Department of Transportation (VDOT) is developing a project to construct a roadway for the Industrial Development Authority of Buchanan County. The purpose of this new 1.3 mile long roadway is to serve as a temporary connection between Route 121 and Route 460 until such time that the Hawk’s Nest and Poplar Creek segments of Route 121 are constructed. This new roadway will also provide access to an industrial park.

The project will require a break in the Limited Access lines along Route 121. VDOT staff have coordinated the modification in Limited Access Lines with Federal Highway Administration personnel and now requests that you provide approval of these access modifications as depicted on the attached Exhibits.

If additional information is needed, please contact Mr. Theron Knouse at 804.371.2792.

Sincerely,

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

Approved: _____

Date

4/27/18

Attachments



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Pierce R. Homer
Chairman

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

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

Agenda item #

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2008

MOTION

Made By: Seconded By: Action:

**TITLE: Revised Location Approval Hawks Nest Section – Coalfields Expressway
in the Buchanan County
(amending Action of March 18, 2004)**

WHEREAS, on August 17, 2000 the Commonwealth Transportation Board approved the proposed location of the Coalfields Expressway from Route 23 (at Pound), to the West Virginia State line, in Buchanan, Dickenson and Wise Counties (State Project R000-961-101, PE-100):

- (i) The mainline location as segments 159, 118a, 160a, 153a, 158, 108a, 161a, 154, 115, 214, 205, 206, 207, 238a, 303a, and 302, with an extensive effort being made during the design of the Expressway to minimize impacts to the Harman community;

WHEREAS, on March 18, 2004 the Commonwealth Transportation Board approved the proposed revised location of segments 207, 206 and 238a and major design features of the Coalfields Expressway Section A, from the proposed U.S. 460 Connector interchange west of Bull Gap to the U. S. 460 interchange east of Harman Junction, State Project (FO) 0121-013-101, PE-101, Federal Project APD-121-1 (001) as proposed and presented at the Combined Location and Design Public Hearing; and

WHEREAS, on March 18, 2004 the Commonwealth Transportation Board designated the Coalfields Expressway Section A as a Limited Access Highway between the proposed U.S. 460 interchange west of Bull Gap and U.S. 460 interchange east of Harman Junction; and

WHEREAS, on March 18, 2004 the Commonwealth Transportation Board prohibited, pedestrian, persons riding bicycles or mopeds, horse drawn vehicles, self-propelled machinery or equipment, and animals led, ridden or driven on the hoof from using the Coalfields Expressway route between the proposed U.S. 460 interchange west of Bull Gap and U.S. 460 interchange east of Harman Junction in the interest of public safety; and

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held on May 13, 2008 at the Russell Prater Elementary School in Buchanan County between 4:00 p.m. and 7:00 p.m., for the purpose of considering the proposed location for the Hawks Nest Section – Coalfields Expressway in Buchanan County, from the proposed Route 460 Connector to State Route 614 to the east; State Projects 0121-013-787; 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.

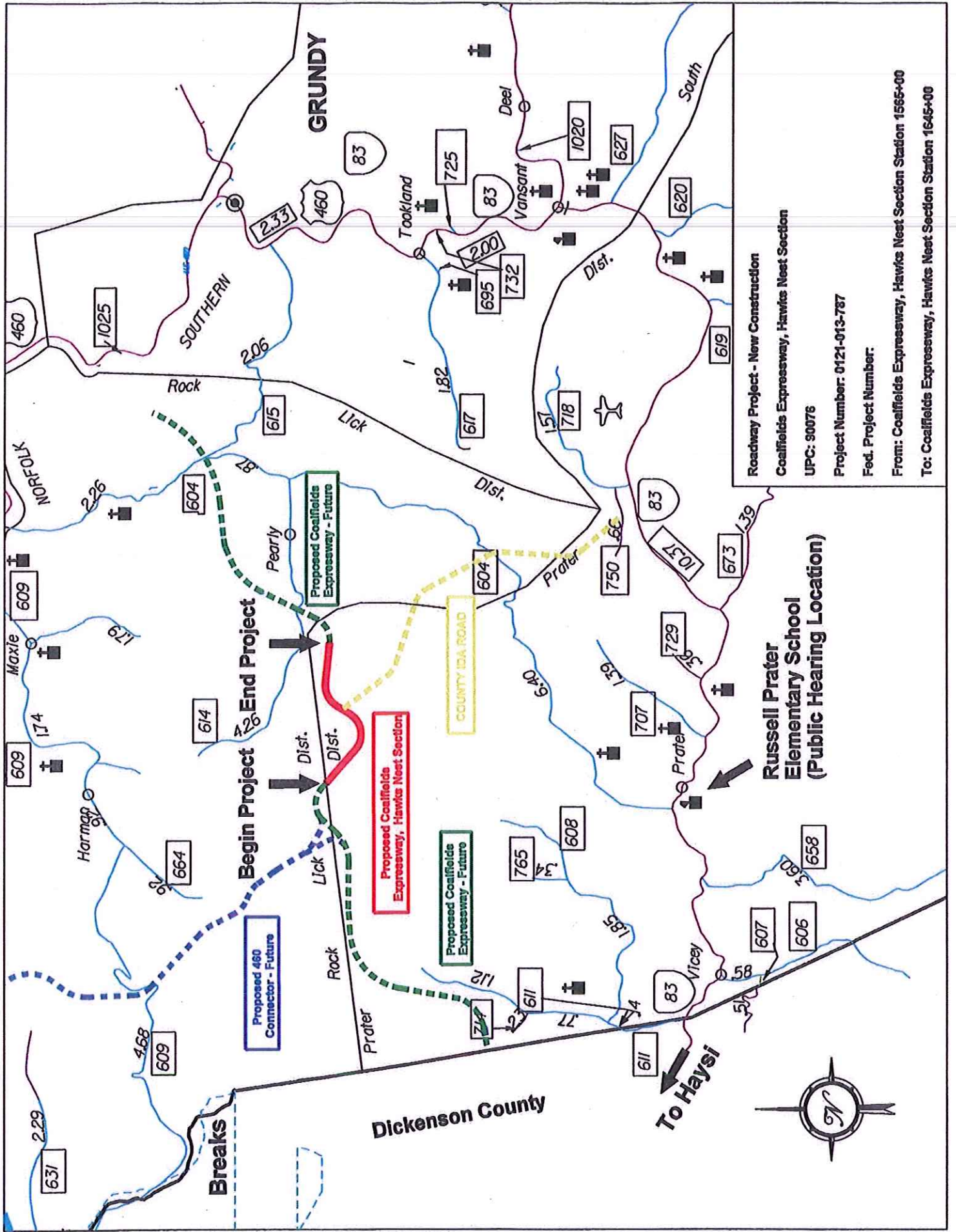
NOW, THEREFORE, BE IT RESOLVED, that the March 18, 2004 approval is rescinded for, the revised location of segments 207, 206 and 238a, and major design features of the Coalfields Expressway Section A, the Limited Access designation between the proposed U.S. 460 interchange west of Bull Gap and U.S. 460 interchange east of Harman Junction and the prohibition of pedestrians, persons riding bicycles or mopeds, horse drawn vehicles, self-propelled machinery or equipment, and animals led, ridden or driven on the hoof from using the Coalfields Expressway Section A.

BE IT FURTHER RESOLVED, that the location of the Hawks Nest Section of the Coalfields Expressway is approved on new alignment, from the proposed Route 460 Connector (2.045 mile west of State Route 614) to State Route 614 to the east (0.530 mile west of State Route 614) between approximated Coalfields Expressway stations 1565+00 and 1645+00, as proposed and presented at the public hearing and indicated on the attached map.

BE IT FURTHER RESOLVED, that the Hawks Nest Section of the Coalfields Expressway is designated as a Limited Access Highway, between the proposed Route 460 Connector (2.045 mile west of State Route 614) to State Route 614 to the east (0.530 mile west of State Route 614) between approximated Coalfields Expressway stations 1565+00 and 1645+00, as proposed and presented at the public hearing in accordance with the statutes of Virginia and in accordance with the Commonwealth Transportation Board Policies.

BE IT FURTHER RESOLVED, that in the interest of public safety, pedestrian, persons riding bicycles or mopeds, horse drawn vehicles, self-propelled machinery or equipment, and animals led, ridden or driven on the hoof is prohibited from using the Hawks Nest Section of the Coalfields Expressway between the proposed Route 460 Connector (2.045 mile west of State Route 614) to State Route 614 to the east (0.530 mile west of State Route 614) between approximated Coalfields Expressway stations 1565+00 and 1645+00, as proposed and presented at the public hearing in accordance with the statutes of Virginia and in accordance with the Commonwealth Transportation Board Policies.

####



Roadway Project - New Construction

Coalfields Expressway, Hawks Nest Section

UPC: 90076

Project Number: 0121-013-787

Fed. Project Number:

From: Coalfields Expressway, Hawks Nest Section Station 1565+00

To: Coalfields Expressway, Hawks Nest Section Station 1645+00



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1839

SHIRLEY J. YBARRA
CHAIRMAN

Agenda item #9 B

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

August 17, 2000

MOTION

Made By: Mr. Martin Seconded By: Mr. Grubb Action: Approved

Title: Location: Coalfields Expressway – Buchanan, Dickenson, Wise Counties

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Public Hearing was held in the Clintwood Elementary School, in Town of Clintwood on April 25, 2000, at the Sandlick Elementary School, in the Community of Birchleaf on April 26, 2000, and at the Grundy Senior High School, in the Slate Creek area of Buchanan County on April 27, 2000, Virginia, between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location of the Coalfields Expressway from Route 23 (at Pound), to the West Virginia State Line, in Buchanan, Dickenson and Wise Counties, State Project R000-961-101, 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 of this project be approved as segments 159, 118a, 160a, 153a, 158, 108a, 161a, 154, 115, 214, 205, 206, 207, 238a, 303a, and 302 as proposed and presented at said Location Public Hearing by the Department's Engineers, with an extensive effort being made during the design of the Expressway to minimize impacts to the Harman community.

BE IT FURTHER RESOLVED that segments 204, 239, and 237, commonly know as the "Loop" be approved for development as proposed and presented at the public hearing.

Resolution of the Board

Location: Coalfields Expressway – Buchanan, Dickenson, Wise Counties

August 17, 2000

Page Two

BE IT FURTHER RESOLVED that in accordance with Section 33.1-34 of the Code of Virginia the herein approved 54.04 mile segment of the Coalfields Expressway be added to the Primary System of Highways and designated as United States Route 121.

####

BID RESULTS FOR THE CTB

April 4, 2018

DESIGN BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost
-----------------------	------------------------	-----------------------	------------	----------------	------------	-----------------------------

MISCELLANEOUS

93074	I-81 Bridge Replacement at Exit 114	AWARD	Haymes Brothers, Inc. Chatham, Virginia	3	\$21,333,587.08	\$22,629,000.00
0081-154-733, R201, C501, B601, B616	Montgomery County and Town of Christiansburg, Salem District					
Contract #C00093074DB96	The Project involves design and construction activities for the replacement of the two existing I-81 bridges over Route 8. The Project will also include realignment of I-81, raising the grade at the bridges and approaches, and modifications to the Exit 114 on and off ramps.					
Design, ROW, Construction & QA/QC						

1 Recommended for Award: \$21,333,587.08

May 2018 CTB Meeting
DESIGN BUILD PROJECT AWARD

Project Name: I-81 Bridge Replacement at Exit 114
Project #: 0081-154-733
UPC: 93074
Contract #: C00093074DB96
Location: Montgomery County/ Town of Christiansburg, Salem District

This Project involves replacement of the two existing I-81 bridges over Route 8 and includes realignment of I-81, raising the grade at the bridges and approaches, and modifications to the Exit 114 ramps. The Project is located from approximately 0.381 miles south of the Christiansburg southern corporate limits to 0.510 miles north of the Christiansburg southern limits.

The Project will include, but not be limited to, design and construction activities for the realignment of I-81, modification of the I-81 Exit 114 on-ramps and off-ramps, demolition of existing bridges, construction of new substructures and superstructures, right of way acquisition, drainage and stormwater management, survey, geotechnical, environmental, public involvement, Intelligent Transportation Systems and QA/QC.

The Project will be funded by state and federal allocations.

Final Completion Date: November 19, 2021

Shortlisted Offerors:		
<u>Name</u>	<u>Price</u>	<u>Combined Score</u>
Haymes Brothers, Inc.	\$21,333,587.08	86.65
Orders Construction Co.	\$22,789,995.82	83.86
Branch Civil, Inc.	\$28,683,333.00	72.91

BALLOT THRESHOLD REPORT

Letting Date: 4/25/2018

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
M99	104183	FROM: 0.14 MI. S. LEE HIGHWAY	CROSSROADS BRIDGE INC	6	\$4,320,624.43	\$3,926,807.00
	(NFO) 0100-077-744,B611-12,C501	TO: 0.08 MI. N. LEE HIGHWAY	RURAL RETREAT			
	BR-077-2 (125)	PULASKI	VA			
	Construction Funds	SALEM DISTRICT				
		BRIDGE REPLACEMENT OVER RT. 11 AND RT. 689				
N49	104837	FROM: 0.65 MI. W. OF BUS. RTE. 460	ORDERS CONSTRUCTION COMPANY, INC.	3	\$2,216,616.30	\$2,075,090.01
	(NFO) 0460-148-538, B607	TO: 0.15 MI. TO W. RICHLANDS CITY LIMIT	ST. ALBANS			
	BR-5148(399)	TAZEWELL	WV			
	Construction Funds	BRISTOL DISTRICT				
		SUPERSTRUCTURE REPLACEMENT OVER TOWN HILL CREEK				
N50	107936	FROM: MILEPOST 5.75	RYAN CONSTRUCTION CO., INC.	6	\$3,710,720.00	\$4,091,526.00
	(NFO)0164-124-220,B601	TO: MILEPOST 6.30	SUFFOLK			
	STP-BR05(274)	PORTSMOUTH	VA			
	Maintenance Funds	HAMPTON ROADS DISTRICT				
		FENDER REPLACEMENT OVER WESTERN BRANCH OF ELIZABETH RIVER				

3 Recommended for AWARD \$10,247,960.73

BALLOT THRESHOLD REPORT

Letting Date: 4/25/2018

AWARD

VARIOUS(SCHEDULES)

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.
N55	112512	LOCATION: VARIOUS	CURTIS CONTRACTING, INC.	5	\$3,737,330.00	\$4,144,850.00
	9999-965-344, N501		WEST POINT			
		HAMPTON RDS	VA			
	Maintenance Funds	HAMPTON ROADS DISTRICT				
		ON-CALL PIPE REHABILITATION AND REPLACEMENT				

1 Recommended for AWARD \$3,737,330.00