



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

We are concerned about your health, and we are committed to do all we can to reduce the risk and spread of novel coronavirus. Governor Ralph Northam declared a state of emergency in Virginia on Thursday, March 12 in response to COVID-19. In light of this action, we have decided to conduct the October 20, 2020 Commonwealth Transportation Board (CTB) meeting using electronic communications in accord with Item 4-0.01.g. of Chapter 1289 (2020 Acts of Assembly), as the COVID-19 emergency makes it impracticable or unsafe to assemble in a single location. The purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operation of the CTB and the discharge of its lawful purposes, duties, and responsibilities.

All board members will be participating remotely. The public may view the meeting via live stream by clicking the "View video" button at the following link: http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp. There will be opportunity for public comment during this meeting. Public comment can be submitted by calling the following telephone number 1-415-993-2066 followed by PIN 334 910 527# when it is announced that public comment will begin. A caller may be placed on hold until others who have called in earlier have had opportunity to speak.

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

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

AGENDA

October 20, 2020

9:00 a.m. or upon adjournment of the October 20, 2020 Workshop Meeting

Public Comments:

Approval of Minutes September 16, 2020

OFFICE OF LAND USE:

Presenting: Robert Hofrichter
Division Director

1. Action on Additions to the Primary System of State Highways in Carroll County Located in the Salem District.
2. Action on Abandonment in the Primary System of State Highways: Route F1013 in the Town of Appomattox Located in the Lynchburg District.

MAINTENANCE DIVISION:

Presenting: Branco Vlacich
Division Administrator

3. Action on Commemorative naming of the bridge on Route 675, Bixler's Ferry Road, over U.S. Route 211 West, Page County Located in the Staunton District as the "Emmett Arthur Dougans Memorial Bridge".
4. Action on Commemorative naming of the bridge on Route 682, Dean Hollow Road, over Copper Creek, Scott County Located in the Bristol District as the "George and Edna Gilmer Memorial Bridge".
5. Action on Commemorative naming of the bridge on Route 727, Airport Road, over the North River, Rockingham County Located in the Staunton District as the "LTC Merritt 'Bud' Walls Memorial Bridge".

LOCATION AND DESIGN DIVISION:

Presenting: Susan Keen
Division Administrator

6. Action on Limited Access Control Changes for the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) Prince William County, Located in the Northern Virginia District.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

7. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2020-2025.
8. Action on FY20-25 Six-Year Improvement Program Transfers For August 22, 2020 through September 18, 2020.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Jennifer DeBruhl
Chief of Public Transportation

9. Action on Addition of Public Transportation Projects to the Six-Year Improvement Program for Fiscal Years 2020 – 2025.

10. Action on WMATA Annual Review and Certification.

Presenting: Jeremy Latimer
Director Rail Transportation Programs

11. Action on Rail Industrial Access, Specifically Rail Industrial Access Applicant - AAREFF Terminals, Inc.

NORTHERN VIRGINIA DISTRICT:

Presenting: Lauren Mollerup
District Maintenance Engineer

12. Action on Delegation to the Commissioner of Highways or His Designee(s) Authority to Execute a Permit on Behalf of the Commonwealth Transportation Board with the National Park Service, a Federal Entity, Relating to Activities on Federal Land Relating to Joplin Road Bridge Repairs/Replacement.

SCHEDULING AND CONTRACT:

Presenting: Harold Caples
Assistant State Construction Engineer

13. Bids.

Presenting: Branco Vlacich
Division Administrator

NEW BUSINESS:

ADJOURNMENT:

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Additions – Primary System of State Highways in Carroll County

WHEREAS, 6.62 miles of new roadways were constructed in Carroll County under VDOT Project 0058-017-E13, C501; and

WHEREAS, § 33.2-314 of the *Code of Virginia* allows the Commonwealth Transportation Board to add new highways to the Primary System of State Highways; and

WHEREAS, the Carroll County Board of Supervisors supports the addition of the new highways or segments thereof, identified as Routes 58, FR 1080, FR 1081, FR 1082, FR 1083, FR 1084, and FR 1085, to the Primary System of State Highways and has provided a resolution, attached hereto as Exhibit A, requesting the additions depicted on the sketch attached hereto as Exhibit B; and

NOW THEREFORE, BE IT RESOLVED, that the roadway segments identified below, are hereby ordered added to the Primary System of State Highways, pursuant to subsection A of § 33.2-314 of the *Code of Virginia*.

Primary System of State Highways

Additions

Salem District

Carroll County

- Route 58 5.13 Mi.
- Route FR 1080 0.48 Mi.
- Route FR 1081 0.34 Mi.
- Route FR 1082 0.31 Mi.
- Route FR 1083 0.19 Mi.
- Route FR 1084 0.12 Mi.
- Route FR 1085 0.05 Mi.

Total Mileage Added to the Primary System: 6.62 Mi.

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CTB Decision Brief

Additions – Primary System of State Highways in Carroll County

Issue: VDOT Project 0058-017-E13, C501 resulted in the construction of Routes 58, FR 1080, FR 1081, FR 1082, FR 1083, FR 1084, and FR 1085, or segments thereof, in Carroll County. The Virginia Department of Transportation, with support of the Carroll County Board of Supervisors, seeks Commonwealth Transportation Board (Board) approval of addition of the new roadway segments to the Primary System of State Highways.

Facts: Routes 58, FR 1080, FR 1081, FR 1082, FR 1083, FR 1084, and FR 1085 or segments thereof in Carroll County, a total distance of 6.62 miles, were constructed as part of VDOT Project 0058-017-E13, C501.

The Carroll County Board of Supervisors approved a resolution dated September 14, 2020 (Exhibit A, attached), indicating the Board of Supervisors' support of the addition of the 6.62 miles of newly constructed roadways comprised of Routes 58, FR 1080, FR 1081, FR 1082, FR 1083, FR 1084, and FR 1085, or segments thereof, to the Primary System of State Highways; said segments are identified in "Purple" on the Project sketch identified as Exhibit B, Sheets 1 through 4, attached.

Upon review of the Project, VDOT staff determined that the 6.62 miles of newly constructed roadways comprised of Routes 58, FR 1080, FR 1081, FR 1082, FR 1083, FR 1084, and FR 1085 or segments thereof should be added to the Primary System of State Highways, pursuant to § 33.2-314 of the *Code of Virginia*.

Recommendations: VDOT recommends the Commonwealth Transportation Board approve addition to the Primary System of State Highways, the 6.62 miles of roadway comprised of Routes 58, FR 1080, FR 1081, FR 1082, FR 1083, FR 1084, and FR 1085 or segments thereof constructed as part of VDOT Project 0058-017-E13, C501 referenced above.

Action Required by CTB: The *Code of Virginia* requires a majority of the Board's members to approve the additions proposed in this brief. The resolution describing the proposed segments to be added is provided for the Board's consideration.

Result if Approved: If approved, VDOT will add the segments referenced above to the Primary System of State Highways.

Options: Approve or Deny

Exhibit A
Carroll County Board of Supervisors Resolution dated September 14, 2020

VIRGINIA:

The Board of Supervisors of Carroll County in its regular meeting on the September 14, 2020, adopted the following:

RESOLUTION

WHEREAS, the Virginia Department of Transportation has provided this Board with a sketch dated August 31, 2020, depicting the abandonments, additions, and a transfer required in the Primary System and Secondary System of State Highways as a result of Project 0058-017-E13, C501, which sketch is hereby incorporated by reference, along with the attached VDOT Form AM-4.3.

WHEREAS, the Virginia Department of Transportation has inspected these streets and found them to be acceptable for maintenance; and

NOW, THEREFORE, BE IT RESOLVED, that this Board hereby requests to abandon as part of the Primary System of State Highways those segments of Route 58 identified on Sheet 4 of the attached sketch, as the roads to be added serve the same citizens as the existing roads; and

BE IT FURTHER RESOLVED, that this Board requests the Virginia Department of Transportation to add the roads identified on the incorporated Project sketch as Routes 58 , FR1080 on Sheet 1, FR1081 on Sheet 2, FR1082 and FR1083 on Sheet 3, and FR1084 and FR1085 on Sheet 4 to the Primary System of State Highways for which segments this Board hereby guarantees the right of way to be clear and unrestricted, including any necessary easements for cuts, fills, and drainage; and

BE IT FURTHER RESOLVED, that this Board hereby requests to abandon as part of the Secondary System of State Highways those segments of Route 703 on Sheet 1, Route 670 on Sheet 3, and Route 669 on Sheet 4 as identified on the attached sketch and Form AM 4.3 as the new roads, as the new roads serve the same citizens as the roads being abandoned; and

BE IT FURTHER RESOLVED, this Board hereby requests the Virginia Department of Transportation to add and maintain the new segments of Route 703 on Sheet 1, Route 670 on Sheet 3, and Route 669 on Sheet 4 identified on the attached sketch and Form AM 4.3 as part of the Secondary System of State Highways and the regulatory requirements of VDOT; and

BE IT FURTHER RESOLVED, the County Board of Supervisors does hereby guarantee unencumbered rights-of-way plus the necessary easements for cuts, fills, and drainage for these added segments; and

BE IT FURTHER RESOLED, Virginia Department of Transportation recommends that a segment of Route 669 identified on Sheet 4 of the attached sketch be transferred from the Secondary to the Primary System of State Highways to become FR1085; and

BE IT FURTHER RESOLVED, this Board hereby requests the Commonwealth Transportation Board (CTB) transfer the portion of Route 669 identified in the Project sketch as segment Y1 to Y3 (0.09 mile) from the Secondary System of State Highways to the Primary System of State Highways, with the new segment being identified as Route FR1085; and

BE IT FINALLY RESOLVED, a copy of this resolution be forwarded to the Virginia Department of Transportation.



Clerk, BOS

9-14-2020

Date

Exhibit B

Sketch of Proposed Primary Additions

Sheet 1 of 4

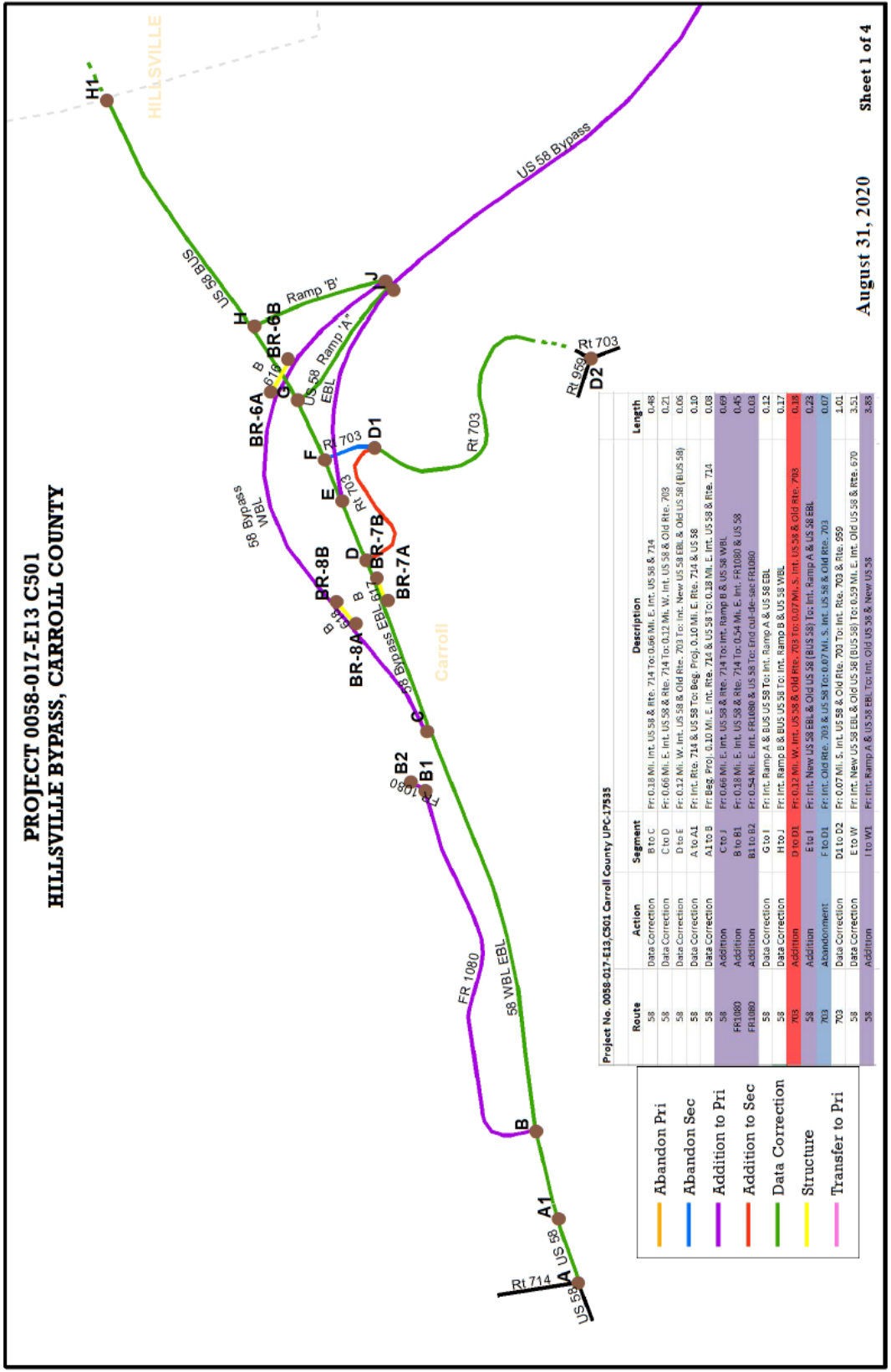


Exhibit B
Sketch of Proposed Primary Additions
Sheet 2 of 4

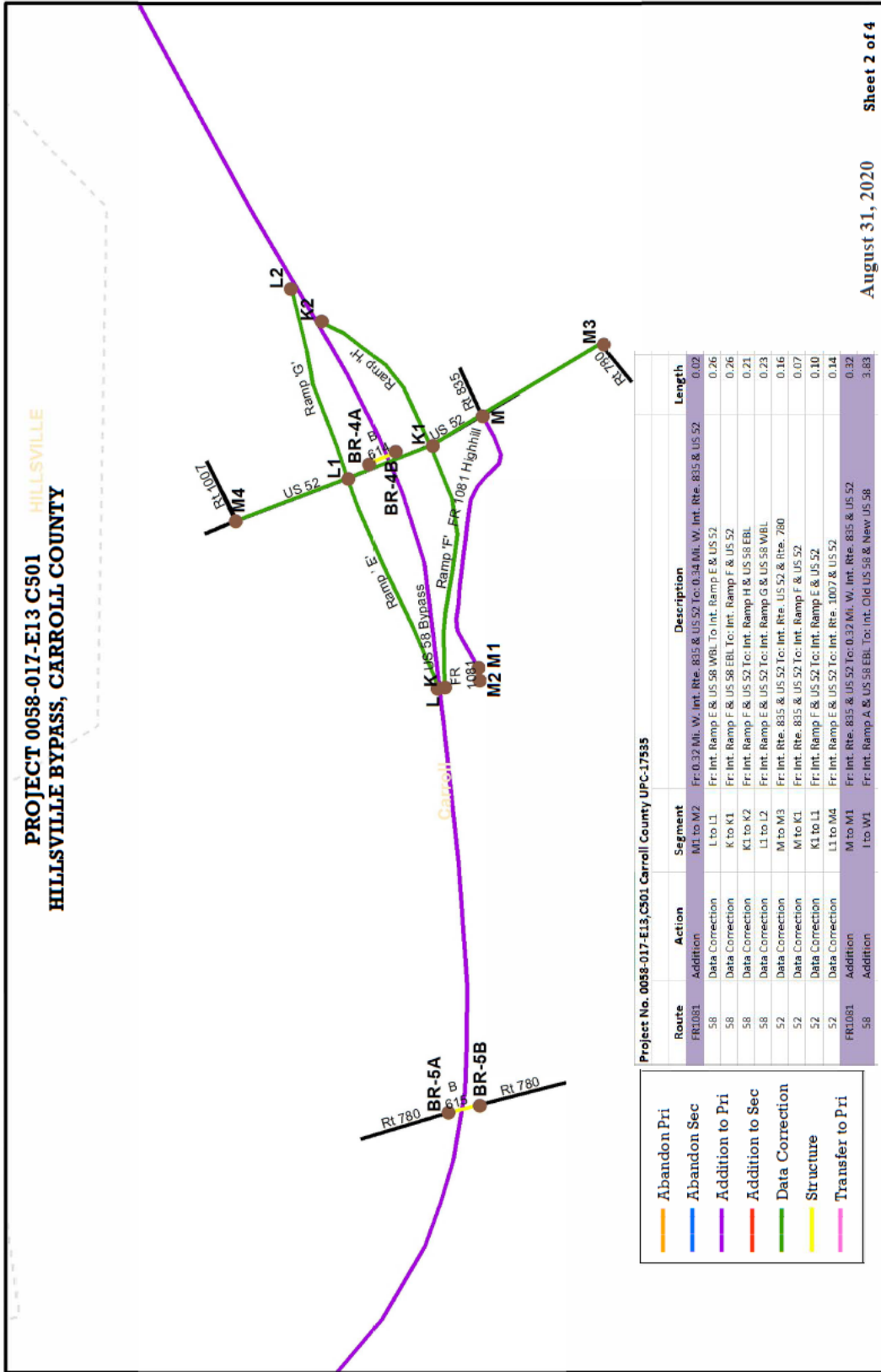


Exhibit B
Sketch of Proposed Primary Additions
Sheet 3 of 4

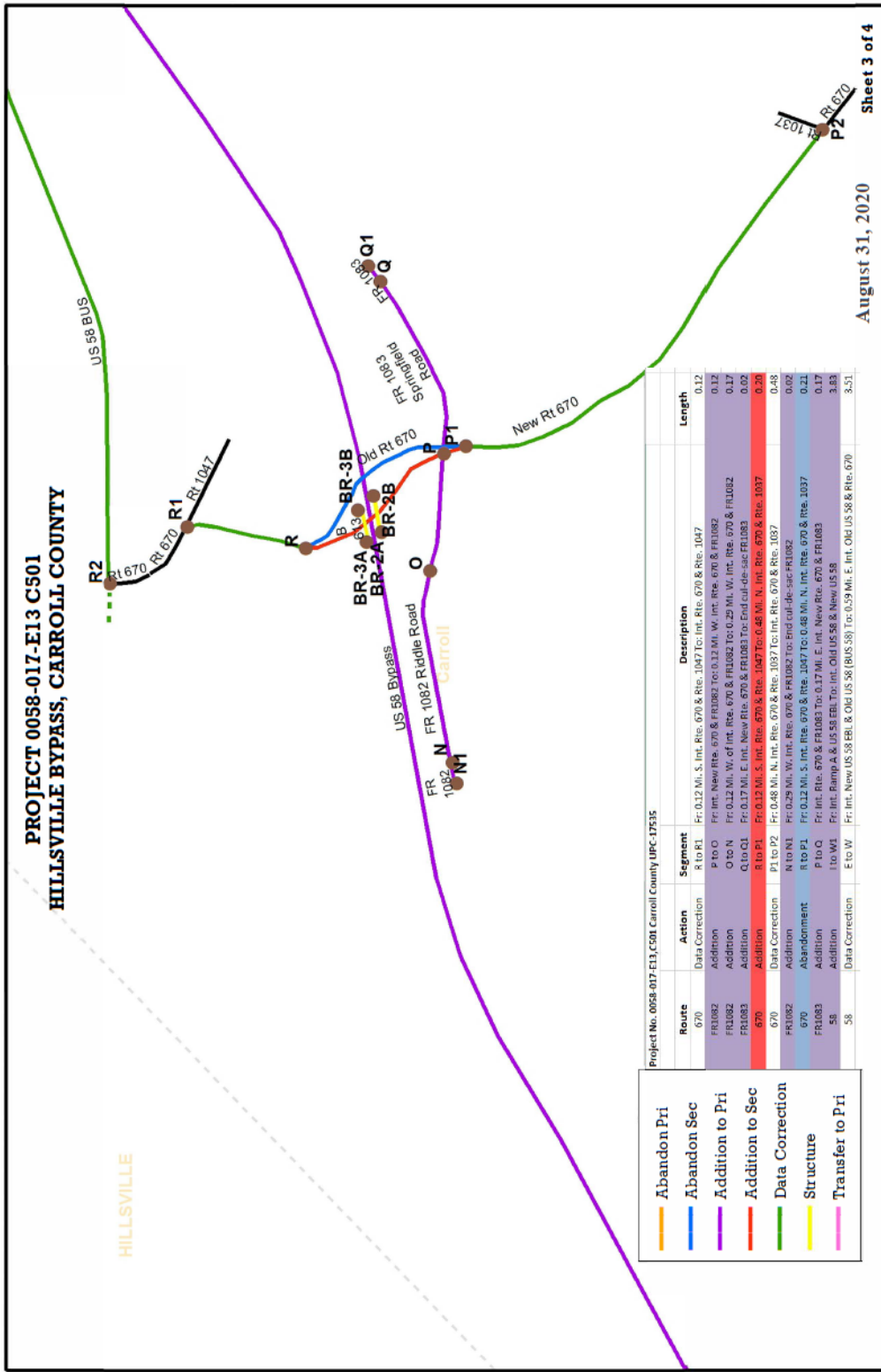
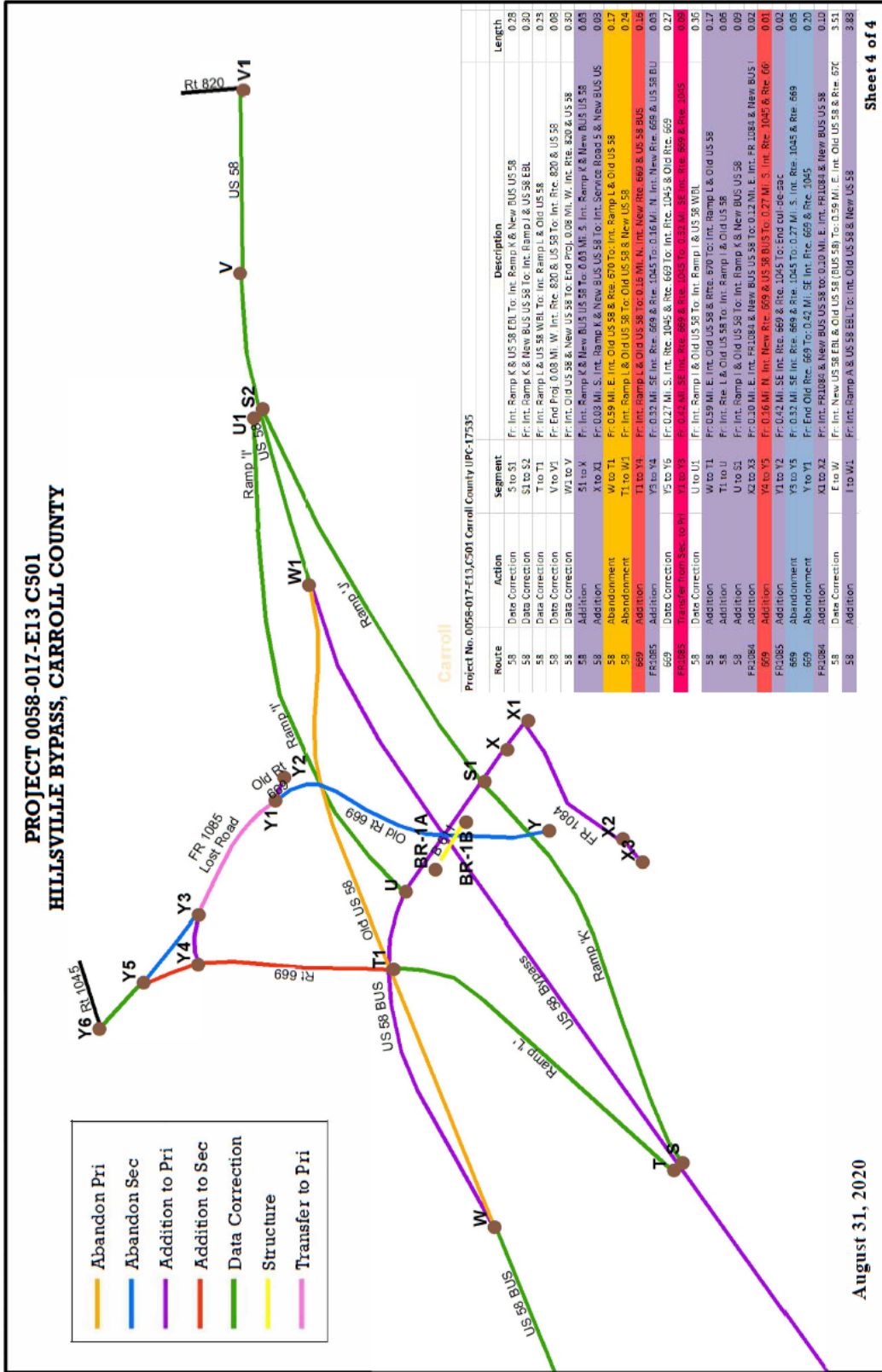


Exhibit B
Sketch of Proposed Primary Additions
Sheet 4 of 4



- Abandon Pri
- Abandon Sec
- Addition to Pri
- Addition to Sec
- Data Correction
- Structure
- Transfer to Pri

Project No. 0058-017-E13-C501 Carroll County IPC-17535

Route	Action	Segment	Description	Length
58	Data Correction	S to S1	Fr: Int. Ramp K & US 58 EBL To: Int. Ramp K & New BUS US 58	0.28
58	Data Correction	S1 to S2	Fr: Int. Ramp K & New BUS US 58 To: Int. Ramp J & US 58 EBL	0.30
58	Data Correction	T to T1	Fr: Int. Ramp L & US 58 WBL To: Int. Ramp L & Old US 58	0.23
58	Data Correction	V to V1	Fr: End Proj. 0.08 Mi. W. Int. Rte. 820 & US 58 To: Int. Rte. 820 & US 58	0.08
58	Data Correction	W1 to V	Fr: Int. Old US 58 & New US 58 To: End Proj. 0.08 Mi. W. Int. Rte. 820 & US 58	0.30
58	Addition	X1 to Y1	Fr: Int. Ramp K & New BUS US 58 To: 0.03 Mi. S. Int. Ramp K & New BUS US 58	0.03
58	Addition	W1 to T1	Fr: 0.59 Mi. E. Int. Old US 58 & Rte. 670 To: Int. Ramp L & Old US 58	0.02
58	Abandonment	T1 to U1	Fr: Int. Ramp L & Old US 58 To: Old US 58 & Old US 58	0.24
669	Addition	T1 to Y1	Fr: Int. Ramp L & Old US 58 to Old US 58 To: Int. New Rte. 669 & US 58 BUS	0.12
FR1085	Addition	Y1 to Y2	Fr: 0.32 Mi. SE Int. Rte. 669 & Rte. 1045 To: 0.16 Mi. N. Int. New Rte. 669 & US 58 BUS	0.03
669	Data Correction	Y2 to Y3	Fr: 0.27 Mi. S. Int. Rte. 1045 & Rte. 669 To: Int. Rte. 1045 & Old Rte. 669	0.27
FR1084	Data Correction	Y3 to Y4	Fr: 0.42 Mi. SE Int. Rte. 669 & Rte. 1045 To: 0.27 Mi. S. Int. Rte. 669 & Rte. 1045	0.02
58	Data Correction	U to U1	Fr: Int. Ramp I & Old US 58 To: Int. Ramp I & Old US 58	0.35
58	Addition	W to T1	Fr: 0.39 Mi. E. Int. Old US 58 & Rte. 670 To: Int. Ramp L & Old US 58	0.17
58	Addition	T1 to U	Fr: Int. Rte. L & Old US 58 To: Int. Ramp K & Old US 58	0.05
FR1084	Addition	U to S1	Fr: Int. Ramp I & Old US 58 To: Int. Ramp K & New BUS US 58	0.09
FR1084	Addition	X2 to X3	Fr: 0.30 Mi. E. Int. FR1084 & New BUS US 58 To: 0.12 Mi. E. Int. FR. 1084 & New BUS	0.02
669	Addition	Y4 to Y5	Fr: 0.42 Mi. N. Int. New Rte. 669 & US 58 BUS To: 0.27 Mi. S. Int. Rte. 1045 & Rte. 669	0.01
FR1085	Addition	Y1 to Y2	Fr: 0.42 Mi. SE Int. Rte. 669 & Rte. 1045 To: End of alignment	0.02
669	Abandonment	Y3 to Y5	Fr: 0.32 Mi. SE Int. Rte. 669 & Rte. 1045 To: 0.27 Mi. S. Int. Rte. 1045 & Rte. 669	0.05
669	Abandonment	Y1 to Y1	Fr: End Old Rte. 669 To: 0.42 Mi. SE Int. Rte. 669 & Rte. 1045	0.20
FR1084	Addition	X1 to X2	Fr: Int. FR1084 & New BUS US 58 To: 0.30 Mi. E. Int. FR1084 & New BUS US 58	0.10
58	Data Correction	E to W	Fr: Int. New US 58 EBL & Old US 58 (BUS 58) To: 0.59 Mi. E. Int. Old US 58 & Rte. 670	3.51
58	Addition	I to W1	Fr: Int. Ramp A & US 58 EBL To: Int. Old US 58 & New US 58	3.88

August 31, 2020



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Abandonment – Primary System of State Highways: Route F1013 in the Town of Appomattox

WHEREAS, pursuant to §33.2-902 of the Code of Virginia , the Commissioner of Highways was provided with a petition to abandon Route F1013, a road in the Primary System of State Highways, located in the Town of Appomattox. This matter is being considered at the request of an adjacent property owner for the purpose of the development of the property. The road's total distance of 0.02 mile is

- (a) no longer necessary as a public road, and
- (b) no longer provides a public convenience that warrants maintenance at public expense;
and

WHEREAS, the Town Council of the Town of Appomattox supports the proposed action to abandon as a public road, Route F1013 and has provided a resolution, attached hereto as Exhibit A, requesting the abandonment of Route F1013 depicted on the map attached hereto as Exhibit B; and

WHEREAS, the Virginia Department of Transportation (VDOT) posted notice, attached hereto as Exhibit C, of the intent to abandon such road on behalf of the Commonwealth Transportation Board (Board), and such posting was done in accordance with § 33.2-902; VDOT received no requests for public hearing on the matter; and

WHEREAS, a primary highway may be abandoned by the Board, pursuant to §33.2-902, provided no public necessity exists for the continuance of the section of highway as a public highway.

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

Primary System of State Highways

Abandonment

Lynchburg District

Town of Appomattox

- Route F1013 0.02 Mi.

Total Mileage Abandoned from the Primary System: 0.02 Mi.

####

CTB Decision Brief

Abandonment – Primary System of State Highways: Route F1013 in the Town of Appomattox

Issue: The adjacent landowner has requested the abandonment of Route F1013, a route in the Primary System of State Highways, located in the Town of Appomattox. The Town Council of Appomattox supports the abandonment and approval by the Commonwealth Transportation Board (Board) is sought pursuant to § 33.2-902 of the *Code of Virginia*.

Facts: Route F1013 in the Town of Appomattox, a distance of 0.02 mile, is no longer necessary as a public road, as it only serves to access a single owner's property. This matter is being considered at the request of the adjacent property owner for the purpose of the development of the land. The Town Council of Appomattox approved a resolution dated September 29, 2020 (Exhibit A, attached), indicating the Town Council's support of the abandonment of the 0.02 mile length of Route F1013 (identified in "Red" on Exhibit B, attached).

Upon review of the area, VDOT staff determined the 0.02 mile length of Route F1013 should be abandoned as a part of the Primary System of State Highways, pursuant to § 33.2-902 of the *Code of Virginia*, since no public necessity exists for the continuance of the segment as a public road.

Pursuant to and in accordance with § 33.2-902 of the *Code of Virginia*, VDOT published a "Notice of Intent to Abandon" in *The News and Advance* publication on July 20, 2020 and July 28, 2020 (Exhibit C, attached). No requests for public hearing were submitted during the requisite 30-day timeframe.

Recommendations: VDOT recommends the Commonwealth Transportation Board approve the abandonment of Route F1013 referenced above.

Action Required by CTB: The *Code of Virginia* requires a majority of the Board's members to approve the proposed abandonment within four months of the end of the 30-day period after publication of the notice of intent to abandon. The resolution describing the proposed road to be abandoned is provided for the Board's consideration.

Result if Approved: If approved, the road, Route F1013, will be abandoned and will no longer serve as a public road.

Options: Approve or Deny

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

Exhibit A
Town Council of the Town of Appomattox Resolution dated September 29, 2020

September 29, 2020 approved resolution to be inserted on September 30th. GALA has given us permission to have them complete this early review process.

The Town Council of the Town of Appomattox, in its regular meeting on the **Twenty Ninth day of September, 2020**, adopted the following:

RESOLUTION

A RESOLUTION REQUESTING THE ROUTE F1013 BE ABANDONED FROM THE STATE SYSTEM OF
PRIMARY ROADS

Whereas, PURSUANT TO Section 33.2-902 Code of Virginia, the Commissioner of the Virginia Department of Transportation has provided this Board with its notice to abandon from the primary System of State Highways a 0.02 mile section of Route F1013 located in the Courthouse voting district, as described on the attached form, fully incorporated by reference, are shown on plats recorded in the Clerk's Office of the Circuit Court of Appomattox County, and

WHEREAS, the Resident Administrator for the Virginia Department of Transportation has advised the Council that the abandonment of F1013 only serves one property owner, and is a portion of Right -Of-Way in the State System of Primary Roads and

WHEREAS, the Council opened up at least Thirty (30) day period of review on **July 22, 2020** for the public to determine if a public necessity exists, and

NOW, THEREFORE, BE IT RESOLVED, this Council supports Virginia Department of Transportation proving no public necessity exists to abandon F-1013, and

NOW, THEREFORE, BE IT RESOLVED, that this Council supports Virginia Department of Transportation's action to abandon from the Primary System of the State Highways F-1013 pursuant to section 33.2-902 of the Code of Virginia, and

BE IT FURTHER RESOLVED that a certified copied of the resolution be forwarded to the Resident Administration for the Virginia Department of Transportation.]

Exhibit B
Sketch of Proposed Abandonment



Town of Appomattox

**Proposed Abandonment of
Frontage Road Fr-1013 0.02 Miles**

Exhibit C
“Notice of Intent to Abandon”

Published in *The News and Advance* on July 20, 2020 and July 28, 2020

Legal Notice

 Virginia Department of Transportation

Route F-1013 (Frontage Road)
Town of Appomattox
Willingness to Hold Public Hearing
Notice of Intent to Abandon Public Road Segment

Pursuant to §33.2-902 of the Code of Virginia, the Virginia Department of Transportation (VDOT) will consider abandonment of Route F-1013 (Frontage Road) in the Town of Appomattox from 0.11 miles north of Route 1011 (Loop Road) to the connection with Route 131 (Old Courthouse Road) to 0.02 miles north of Route 131, a length of 0.02 miles.

VDOT is willing to hold a public hearing prior to considering the abandonment of Route F-1013 if one or more landowners whose property is impacted by the abandonment makes a request. A public hearing may be requested in writing to Ms. Kimberly McMahan, PE, Staff Engineer, VDOT Appomattox Residency, 331 Ferguson Street, Appomattox, VA 24522 on or prior to **September 3, 2020**.

Additional information about the proposed abandonment is available at VDOT's Appomattox Residency Office at the address above. **Please call ahead at 434-352-7135, 1-800-367-7623 or TDD/TYY 711 to ensure availability of staff to assist.**

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need special assistance for persons with disabilities or limited English proficiency, contact the project manager above or TDD/TTY 711.



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Agenda item #3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Bridge Naming: "Emmett Arthur Dougans Memorial Bridge"

WHEREAS, the Page County Board of Supervisors wishes to honor and memorialize the life, service and ultimate sacrifice of Emmett Arthur Dougans to his community and Country; and

WHEREAS, Mr. Dougans, of Luray, Virginia, was born on July 24, 1943 and served five years in the United States Army, 1st Infantry Division, also known as The Big Red One, in both the Vietnam War and on the European front; and

WHEREAS, Mr. Dougans entered active duty on October 31, 1960 and decided to make the United States Army his career with his second re-enlistment and distinguished service during combat missions including Operations El Paso I and El Paso II; and

WHEREAS, Mr. Dougans was the recipient of the Purple Heart, Good Conduct Medal and the Army Commendation for an April 30, 1966 encounter with the Viet Cong, which says in part, "When his unit became heavily engaged by Viet Cong forces, Dougans completely disregarded his personal safety to pass on attack and maneuver orders. He accompanied his unit as it closed in and destroyed the insurgent force."; and

WHEREAS, Emmett Arthur Dougans became the first person of Page County to selflessly sacrifice his own life in defense of his country when he was killed in action from small arms fire at the age of 22 on July 9, 1966 while engaging a hostile force at the Battle of Suoi Lap, Mihn Thanh Road at Binh Long Province South Vietnam, and was laid to rest in Hillside Cemetery in Luray, Virginia; and

Resolution of the Board

Bridge Naming: "Emmett Arthur Dougans Memorial Bridge"

October 20, 2020

Page 2 of 2

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Page County Board of Supervisors has requested, by resolution dated August 4, 2020, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life, service and ultimate sacrifice of Emmett Arthur Dougans, name the bridge on Route 675, Bixler's Ferry Road, over U.S. Highway 211 West, Page County as the "Emmett Arthur Dougans Memorial Bridge"; and

WHEREAS, Page County, by its August 4, 2020 resolution, has agreed to pay the cost of producing, placing, and maintaining the signs calling attention to this naming; and

WHEREAS, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named.

NOW THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 675, Bixler's Ferry Road, over U.S. Route 211 West, Page County as the "Emmett Arthur Dougans Memorial Bridge"; and

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from Page County for these costs as required by law.

#####

CTB Decision Brief

Bridge Naming: “Emmett Arthur Dougans Memorial Bridge”

Issue: Commemorative naming of the bridge on Route 675, Bixler’s Ferry Road, over U.S. Route 211 West, Page County as the “Emmett Arthur Dougans Memorial Bridge”.

Facts: Page County enacted a resolution on August 4, 2020 to honor the life, service and ultimate sacrifice of Emmett Arthur Dougans to his community and country. Mr. Dougans, of Luray, Virginia, was born on July 24, 1943 and served five years in the United States Army, 1st Infantry Division, also known as The Big Red One, in both the Vietnam War and on the European front. He entered active duty on October 31, 1960 and decided to make the United States Army his career with his second re-enlistment and distinguished service during combat missions including Operations El Paso I and El Paso II.

Mr. Dougans was the recipient of the Purple Heart, Good Conduct Medal and the Army Commendation for an April 30, 1966 encounter with the Viet Cong, which says in part, “When his unit became heavily engaged by Viet Cong forces, Dougans completely disregarded his personal safety to pass on attack and maneuver orders. He accompanied his unit as it closed in and destroyed the insurgent force.”

Mr. Dougans wrote his last letter to his sister and said, “I did not want to come to Vietnam...since I see how communism works, I’d rather die than see my family or the United States under communism.”

Emmett Arthur Dougans became the first person of Page County to selflessly sacrifice his own life in defense of his country when he was killed in action from small arms fire at the age of 22 on July 9, 1966 while engaging a hostile force at the Battle of Suoi Lap, Mihn Thanh Road at Binh Long Province South Vietnam. He is laid to rest in Hillside Cemetery in Luray, Virginia.

Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the Board’s consideration.

Result if Approved: The bridge on Route 675, Bixler’s Ferry Road, over U.S. Highway 211 West, Page County will be known as the “Emmett Arthur Dougans Memorial Bridge”. In accordance with law and by resolution, Page County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT is not aware of any opposition to this proposal.



COUNTY OF PAGE

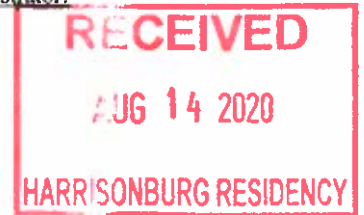
103 South Court Street, Suite F
Luray, Virginia 22835
(540) 743-4142
Fax: (540) 743-4533

Board of Supervisors:

Morgan Phenix – Chairman – At-Large
D. Keith Guzy, Jr. – District 1
Allen Louderback – District 2
Mark Stroupe – District 3
Larry Foltz – District 4
Jeff Vaughan – District 5

County Administrator:

Amity Moler



August 10, 2020

Virginia Department of Transportation
Harrisonburg Residency
Attn: Don Komara
3536 North Valley Pike
Harrisonburg, VA 22802

Dear Don:

Please find enclosed a Resolution, as adopted by the Page County Board of Supervisors, requesting that the Commonwealth Transportation Board name the bridge on Route 675, Bixler's Ferry Road, known as Bixler's Ferry Bridge, over U. S. Highway 211 West as the "Emmett Arthur Dougans Memorial Bridge".

On behalf of the Board, I respectfully request that you forward this to the Commonwealth Transportation Board for their consideration.

Sincerely,

Amity N. Moler
County Administrator

Enclosure



COUNTY OF PAGE

103 South Court Street, Suite F
Luray, Virginia 22835
(540) 743-4142
Fax: (540) 743-4533

Board of Supervisors:
Morgan Phenix – Chairman – At-Large
D. Keith Guzy, Jr. – District 1
Allen Louderback – District 2
Mark Stroupe – District 3
Larry Foltz – District 4
Jeff Vaughan – District 5

County Administrator:
Amity Moler

#2020-14

RESOLUTION FOR BRIDGE NAMING

Naming of the bridge on Route 675, Bixler's Ferry Road, known as Bixler's Ferry Bridge, over U. S. Highway 211 West in Page County as the "Emmett Arthur Dougans Memorial Bridge"

WHEREAS, Emmett Arthur Dougans of Luray, Virginia, was born on 24 July 1943 and served five years in the U. S. Army, 1st Infantry Division the "The Big Red One" in both the Vietnam War and in Europe; and

WHEREAS, Emmett Arthur Dougans having entered active duty 31 October 1960, at 17 years of age, decided to make the Army his career with his second re-enlistment and distinguished service during combat missions including Operations El Paso I & El Paso II; and

WHEREAS, Emmett Arthur Dougans was the recipient of the Purple Heart, Good Conduct Medal, and the Army Commendation for a 30 April 1966 encounter with the Viet Cong, which says in part, "When his unit became heavily engaged by Viet Cong forces, Dougans completely disregarded his personal safety to pass on attack and maneuver orders. He accompanied his unit as it closed in and destroyed the insurgent force."; and

WHEREAS, Emmett Arthur Dougans was KIA (Killed In Action), at the age of 22, from small arms fire, on 9 July 1966, while engaging a hostile force at the Battle of Suoi Lap, Minh Thanh Road at Binh Long Province South Vietnam and is buried in Hillside Cemetery, Luray, VA; and

WHEREAS, Emmett Arthur Dougans wrote his last letter to his sister and said, "I did not want to come to Vietnam....since I see how communism works, I'd rather die than see my family or the United States under communism"; and

WHEREAS, Emmett Arthur Dougans became the first person of Page County to selflessly sacrifice his own life in defense of his country; and

WHEREAS, this Board wishes to memorialize the life and sacrifice of Emmett Arthur Dougans.

NOW, THEREFORE, BE IT RESOLVED, that Page County, in accordance with Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board name the bridge on Route 675, Bixler's Ferry Road, over U. S. Highway 211 West in Page County as the "Emmett Arthur Dougans Memorial Bridge".

BE IT FURTHER RESOLVED, that Page County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

This Resolution was adopted by the Page County Board of Supervisors on this 4th day of August, 2020.


Morgan Phenix, Chairman


Amity Moler, Clerk

Page County

Bixler's Ferry Rd.

Proposed Bridge Naming "Emmett Arthur Dougans Memorial Bridge"

675

764

US 340

US 211

US 340

UR 1954

UR 2



Maintenance Division

CTB MEETING: October 20, 2020

Page County

Proposed Bridge Naming: "Emmett Arthur Dougans Memorial Bridge"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item #4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Bridge Naming: "George and Edna Gilmer Memorial Bridge"

WHEREAS, the Scott County Board of Supervisors wishes to honor and memorialize the lives and service of George and Edna Gilmer, who lived on Dean Hollow Road since 1940 and raised their family on their farm which surrounds the acreage around the bridge in this commemorative naming; and

WHEREAS, they both made a positive impact on many lives in the Nicklesville area, as George owned his own school bus that he used to transport many pupils to and from school and Edna worked in the Scott County School System as a cafeteria worker while also working on the family farm; and

WHEREAS, after many decades of service to their community, Mr. Gilmer departed this life in 1996 and Mrs. Gilmer in 2000; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Scott County Board of Supervisors has requested, by resolution dated August 5, 2020, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service of George and Edna Gilmer, name the bridge on Route 682, Dean Hollow Road, over Copper Creek, Scott County as the "George and Edna Gilmer Memorial Bridge"; and

WHEREAS, Scott County, by its August 5, 2020 resolution, has agreed to pay the cost of producing, placing, and maintaining the signs calling attention to this naming; and

Resolution of the Board

Bridge Naming: "George and Edna Gilmer Memorial Bridge"

October 20, 2020

Page 2 of 2

WHEREAS, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named.

NOW THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 682, Dean Hollow Road, over Copper Creek, Scott County as the "George and Edna Gilmer Memorial Bridge"; and

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from Scott County for these costs as required by law.

####

CTB Decision Brief

Bridge Naming: “George and Edna Gilmer Memorial Bridge”

Issue: Commemorative naming of the bridge on Route 682, Dean Hollow Road, over Copper Creek, Scott County as the “George and Edna Gilmer Memorial Bridge”.

Facts: Scott County enacted a resolution on August 5, 2020 to honor the life and service of George and Edna Gilmer who lived on Dean Hollow Road for 60 years and raised their family on their farm which surrounds the acreage around the bridge in this commemorative naming.

They both made a positive impact on many lives in the Nicklesville area. George owned his own school bus that he used to transport many pupils to and from school. Edna worked in the Scott County School System as a cafeteria worker while also working on the family farm.

After many decades of service to their community, Mr. Gilmer departed this life in 1996 and Mrs. Gilmer in 2000.

Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the Board’s consideration.

Result if Approved: The bridge on Route 682, Dean Hollow Road, over Copper Creek, Scott County will be known as the “George and Edna Gilmer Memorial Bridge”. In accordance with law and by resolution, Scott County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT is not aware of any opposition to this proposal.

BOARD OF SUPERVISORS

DARREL W. JETER
MARSHALL D. TIPTON
JEREMY P. HERRON
MICHAEL K. BRICKEY
DANNY P. MANN
SELMA G. HOOD
STEFANIE A. CRUBY

We're a Natural



SCOTT COUNTY
BOARD OF SUPERVISORS

COUNTY ADMINISTRATOR
Freda R. Starnes

190 Beech Street, Suite 201
GATE CITY, VIRGINIA 24251
PHONE: (276) 386-6521
FAX: (276) 386-9198

EMAIL: fstarnes@scottcountyva.com
www.scottcountyva.com

SCOTT

VIRGINIA

At a meeting of the Scott County Board of Supervisors begun and held in the Supervisors' meeting room located at the Community Services Building in Gate City, Virginia on Wednesday the fifth day of August, 2020 at 8:30 a.m.

PRESENT: Darrel W. Jeter
Marshall D. Tipton
Jeremy P. Herron
Danny P. Mann - Chairman
Michael K. Brickey
Selma G. Hood
Stefanie A. Cruby – Vice-Chairman

ABSENT: None.

On a motion by Jeremy P. Herron, duly seconded by Stefanie A. Cruby, this Board hereby adopts the following:

RESOLUTION NO: 2020 – 13

BRIDGE NAMING ON ROUTE 682, DEAN HOLLOW ROAD, IN SCOTT COUNTY AS THE
“GEORGE AND EDNA GILMER MEMORIAL BRIDGE”

WHEREAS, George Gilmer (1917-1996) and Edna Gilmer (1921-2000) lived on Dean Hollow Road since 1940 and raised their family on their farm;

WHEREAS, George and Edna made an impact on the many lives in the Nicklesville area. George owned his own school bus that he used to transport many pupils in the Nicklesville area to school. Edna worked in the Scott County School System as a cafeteria worker while working on the family farm;

WHEREAS, The Gilmer Farm surrounds the acreage around the new bridge on Dean Hollow Road;

WHEREAS, a request has been submitted to the Board of Supervisors of Scott County, Virginia to name the newly constructed bridge on Dean Hollow Road in the Nicklesville area in honor of George and Edna Gilmer;

WHEREAS, Section 33.2-213 of the *Code of Virginia* authorizes the Commonwealth Transportation Board (CTB) to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change

the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

NOW, THEREFORE, BE IT RESOLVED, that Scott County, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby request that the CTB name the new bridge on Route 682, Dean Hollow Road, in Scott County as the George and Edna Gilmer Memorial Bridge.

BE IT FURTHER RESOLVED, that Scott County agrees to pay the cost of producing, placing, and maintaining the signs calling attention to this naming.

Voting aye: Darrel W. Jeter, Marshall D. Tipton, Jeremy P. Herron, Michael K. Brickey, Danny P. Mann, Selma G. Hood, and Stefanie A. Cruby.

Voting nay: None.

Attest: 
CLERK

C: Virginia Department of Transportation

Scott County



Nickelsville

Proposed Bridge Naming
"George and Edna Gilmer
Memorial Bridge"

Dean Hollow Rd.

682



CTB MEETING: October 20, 2020

Scott County

Proposed Bridge Naming:
"George and Edna Gilmer Memorial Bridge"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item #5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Bridge Naming: "LTC Merritt 'Bud' Walls Memorial Bridge"

WHEREAS, the Rockingham County Board of Supervisors wishes to honor and memorialize the life and service of LTC Merritt 'Bud' Phillip Walls to the Town of Mount Crawford. Mr. Walls was born on August 15, 1937 in Huntsville, AL and after graduating from Van Nuys High School in Van Nuys, CA he enlisted in the United States Army at the age of 17. He served as an enlisted soldier for five years and then received his officer's commission from Officers Candidate School, Fort Sill, OK and spent 24 years on active duty in the United States Army; and

WHEREAS, Mr. Walls returned to Rockingham County, worked 17 years with the Rockingham County Public Schools as the Career Education, Job Placement and Dropout Prevention Coordinator, and retired from the school system in July 1998; and

WHEREAS, Mr. Walls also served on the Mount Crawford Town Council for 33 years and was the Town's Vice Mayor for most of those years up until his death in 2014; and

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Rockingham County Board of Supervisors has requested, by resolution dated August 12, 2020, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life and service of LTC Merritt 'Bud' Phillip Walls, name the bridge on Route 727, Airport Road, over the North River, Rockingham County as the "LTC Merritt 'Bud' Phillip Walls Memorial Bridge"; and

WHEREAS, Rockingham County, by its August 12, 2020 resolution, has agreed to pay the cost of producing, placing, and maintaining the signs calling attention to this naming; and

Resolution of the Board

Bridge Naming: "LTC Merritt 'Bud' Walls Memorial Bridge"

October 20, 2020

Page 2 of 2

WHEREAS, § 33.2-213 provides that the Virginia Department of Transportation (VDOT) shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the transportation facility so named.

NOW THEREFORE, BE IT RESOLVED, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names the bridge on Route 727, Airport Road, over the North River, Rockingham County as the "LTC Merritt 'Bud' Walls Memorial Bridge"; and

BE IT FURTHER RESOLVED, that VDOT is directed to produce, place, and maintain the signs calling attention to this naming, and secure payment from Rockingham County for these costs as required by law.

####

CTB Decision Brief

Bridge Naming: “LTC Merritt ‘Bud’ Walls Memorial Bridge”

Issue: Commemorative naming of the bridge on Route 727, Airport Road, over the North River, Rockingham County as the “LTC Merritt ‘Bud’ Walls Memorial Bridge”.

Facts: Rockingham County enacted a resolution on August 12, 2020 to honor the life and service of Merritt ‘Bud’ Phillip Walls. Mr. Walls was born on August 15, 1937 in Huntsville, AL and after graduating from Van Nuys High School in Van Nuys, CA he enlisted in the United States Army at the age of 17. He served as an enlisted soldier for five years and then received his officer’s commission from Officers Candidate School, Fort Sill, OK. He spent 24 years on active duty in the United States Army.

He then returned to Rockingham County and worked 17 years with the Rockingham County Public Schools as the Career Education, Job Placement and Dropout Prevention Coordinator. He retired from the school system in July 1998.

Bud also served on the Mount Crawford Town Council for 33 years and was the Town’s Vice Mayor for most of those years up until his death in 2014.

Recommendations: The Virginia Department of Transportation (VDOT) recommends this request be approved.

Action Required by CTB: The *Code of Virginia* requires a majority of the CTB members to approve a resolution naming a highway or bridge, as appropriate. A resolution will be provided for the Board’s consideration.

Result if Approved: The bridge on Route 727, Airport Road, over the North River, Rockingham County will be known as the “LTC Merritt ‘Bud’ Walls Memorial Bridge”. In accordance with law and by resolution, Rockingham County agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: VDOT is not aware of any opposition to this proposal.



STEPHEN G. KING
County Administrator



ROCKINGHAM COUNTY

BOARD OF SUPERVISORS
BRENT V. TRUMBO
Election District No. 1
SALLIE WOLFE-GARRISON
Election District No. 2
RICK L. CHANDLER
Election District No. 3
WILLIAM B. KYGER, JR.
Election District No. 4
MICHAEL A. BREEDEN
Election District No. 5

At a regular meeting of the Rockingham County Board of Supervisors held on August 12, 2020, on a motion by Supervisor Breeden, seconded by Supervisor Chandler, the following resolution was adopted by a vote of 5 to 0:

RESOLUTION

LTC MERRITT 'BUD' WALLS MEMORIAL BRIDGE

WHEREAS, the Rockingham County Board of Supervisors desires that the bridge over the North River on State Secondary Route 727, Airport Road, in Rockingham County, Virginia be memorialized as "LTC Merritt 'Bud' Walls Memorial Bridge" in honor of his service to the Town of Mount Crawford.

NOW, THEREFORE, BE IT RESOLVED, that the Rockingham County Board of Supervisors does hereby request the Commonwealth Transportation Board to designate the above mentioned bridge over the North River on State Secondary Route 727 the "LTC Merritt 'Bud' Walls Memorial Bridge."

BE IT FURTHER RESOLVED, that Rockingham County will assume the costs for the fabrication, installation, and maintenance of signs for this naming.

Adopted this 12th day of August, 2020.

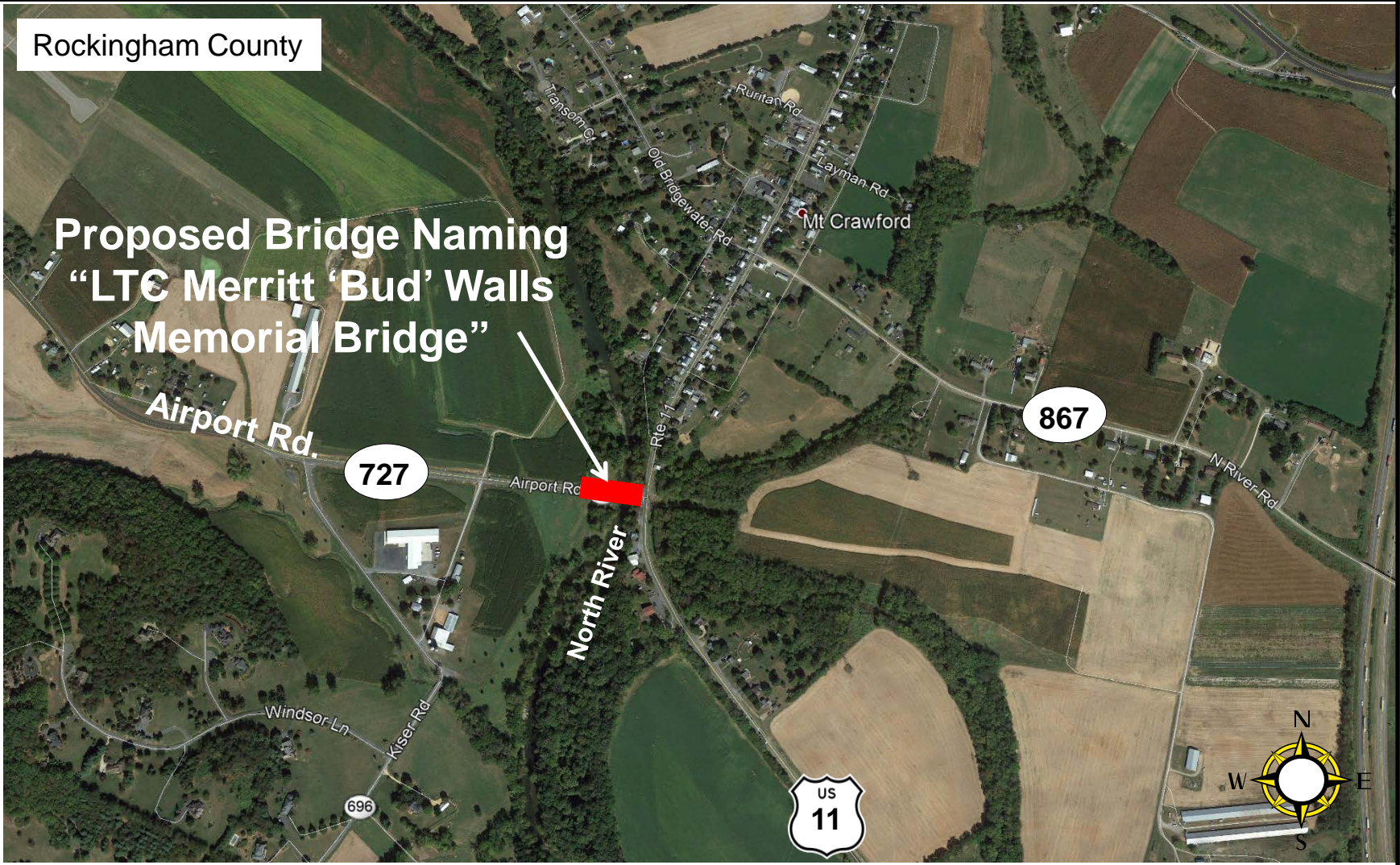
William B. Kyger, Chairman

ATTEST:

Stephen G. King, Clerk

Rockingham County

**Proposed Bridge Naming
“LTC Merritt ‘Bud’ Walls
Memorial Bridge”**



Maintenance Division
CTB MEETING: October 20, 2020

Rockingham County
Proposed Bridge Naming:
“LTC Merritt ‘Bud’ Walls Memorial Bridge”



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes (LACCs) for the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) Prince William County

WHEREAS, on April 17, 1980, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Route 234 (Manassas Bypass) to be a Limited Access Highway between Route 619 at Limstrong and Routes 29/211 in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended; and

WHEREAS, on June 20, 1991, the CTB approved the major design features of the Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C-502, C-503, C-504, to be constructed in phases with interchanges at I-66 and Route 28 and at-grade intersections at the remaining interchange sites. The ultimate completion of the remaining interchanges, including this location, would be subject to development; and

WHEREAS, the Route 234 Manassas Bypass was renamed as the Prince William Parkway; and

WHEREAS, the Prince William County Department of Transportation, under the Virginia Department of Transportation's (VDOT) Locally Administered Projects program, is administering the development and delivery, utilizing design-build, of State Highway Project 6234-076-266, P101, R201, C501, B665, B666; and

WHEREAS, State Highway Project 6234-076-266, P101, R201, C501, B665, B666 (UPC# 112815) (the “Project”) provides a grade-separated diverging diamond interchange approximately 1500 feet south of the existing at-grade intersection of the Route 234 (Prince William Parkway) and Route 621 (Balls Ford Road). The Project also provides a bridge carrying realigned Route 621 (Balls Ford Road) over the Route 234 (Prince William Parkway) with ramp connections to and from northbound and southbound Route 234 (Prince William Parkway) to relieve traffic congestion and improve safety at the Route 234 (Prince William Parkway) and Route 621 (Balls Ford Road) intersection. These improvements include the realignment of approximately 1.85 miles of existing Route 621 (Balls Ford Road) from Devlin Road to Doane Drive, and includes a bridge over the Norfolk Southern Railroad. The realigned Route 621 (Balls Ford Road) will be a four-lane divided roadway with turn lanes at intersections, raised median, curb and gutter, and a shared use path. Traffic signals will be included at the intersections with Devlin Road, Wellington Road, Wellingford Drive, the two interchange crossover intersections, and Doane Drive; and

WHEREAS, the grade-separated diverging diamond interchange with ramp connections to and from northbound and southbound Route 234 (Prince William Parkway) will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, Prince William County held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on July 14, 2020, between 2:00 pm and 5:00 pm at the County Board of Supervisors Chambers, McCoart Building, 1 County Complex Court, Woodbridge, VA 22192, and allowed public input to be collected concerning the request; and

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

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

WHEREAS, the VDOT Northern Virginia District office has reviewed and approved the traffic analysis report for the Project completed in February 24, 2020, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act (NEPA) requirements. The Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) was a component of the Route 234 (Manassas Bypass) project, evaluated in a Supplemental Environmental Impact Statement (SEIS) prepared by VDOT and the Federal Highway Administration in 1994, in accordance with provisions of the NEPA and 23 CFR 771. Environmental studies completed in July 2019 determined that the location of the currently proposed improvements is essentially the same as that proposed and evaluated in the 1994 SEIS. Environmental reevaluations will be prepared prior to authorizing the acquisition of right-of-way and authorizing construction for the interchange pursuant to 23 CFR 771.129 to ensure the project design plans are consistent with the 1994 SEIS and the 2019 Environmental Studies document. All required environmental permits will be obtained in coordination with local, state, and federal agencies prior to construction; and

WHEREAS, the Project is located within an 8-hour ozone non-attainment area and is included in the Visualize 2045 Air Quality Conformity for the financially constrained element of the Visualize 2045 Long Range Plan for the National Capital Region and approved by the Transportation Planning Board on October 17, 2018; and

WHEREAS, the Project is in Prince William County and the Board of County Supervisors endorsed the final design of the Project at their regular meeting on July 14, 2020. The County Director of Transportation endorsed the changes in limited access control in a letter dated August 24, 2020; and

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

WHEREAS, the VDOT has reviewed the requested LACCs and determined that all are in compliance with §33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

Resolution of the Board
Proposed Limited Access Control Change (LACCs)
Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)
Prince William County
October 20, 2020
Page 4 of 4

WHEREAS, the VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

BE IT FURTHER RESOLVED, that the location of the shared use path within the areas designated as limited access and its construction and maintenance is approved as proposed and presented at the Hearing by Prince William County, as the same may be modified during ongoing design review.

BE IT FURTHER RESOLVED, that pedestrians and bicyclists are authorized to use the proposed shared use path along realigned Route 621 (Balls Ford Road), within the areas designated as limited access.

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

####

MOTION: CANDLAND

**July 14, 2020
Regular Meeting
Res. No. 20-506**

SECOND: LAWSON

**RE: ENDORSE THE FINAL DESIGN OF THE PRINCE WILLIAM PARKWAY
INTERCHANGE AT REALIGNED BALLS FORD ROAD PROJECT – BRENTSVILLE AND
GAINESVILLE MAGISTERIAL DISTRICTS**

ACTION: APPROVED

WHEREAS, the scope of the Prince William Parkway Interchange at Realigned Balls Ford Road Project includes a new Diverging Diamond Interchange (DDI) at Route 234 (Prince William Parkway) and relocated Route 621 (Balls Ford Road) (Project). The Project also includes a bridge crossing the existing Norfolk Southern Railroad. In addition, the Project will construct a relocated Balls Ford Road as a new four-lane facility with a raised median between Devlin Road and Doane Drive; and

WHEREAS, this Project will introduce a new interchange at Prince William Parkway, a roadway that is currently within a limited access right-of-way. Any change and/or break in limited access controls requires the Board of County Supervisors (BOCS) endorsement before it can be considered by the Commonwealth Transportation Board for approval; and

WHEREAS, a County-State agreement was approved by the Board on April 10, 2018, via Resolution Number (Res. No.) 18-220, that granted the County local administration over the Prince William Parkway Interchange at Realigned Balls Ford Road Project and approved \$142,864,000 of state funds for this Project and budgeted and appropriated \$142,864,000 to the Project for completion; and

WHEREAS, a public information meeting was held on April 3, 2019, to present the design and solicit public input; and

WHEREAS, on March 10, 2020, via Res. No. 20-267, the BOCS authorized the award of a Design-Build Contract to Lane Construction Corporation to design and construct the Prince William Parkway Interchange at Realigned Balls Ford Road Project; and

WHEREAS, this Project is supported by \$142,864,000 in state funding, which is adequate to cover the execution of the Project; and

WHEREAS, this Project addresses relieving existing and projected traffic congestion, as well as improving safety at the Balls Ford Road and Prince William Parkway intersection; and

WHEREAS, County staff recommends that the BOCS adopt this resolution endorsing the final design of the Prince William Parkway Interchange at Realigned Balls Ford Road project;

July 14, 2020
Regular Meeting
Res. No. 20-506
Page Two

NOW, THEREFORE, BE IT RESOLVED that the Prince William Board of County Supervisors hereby endorses the final design of the Prince William Parkway Interchange at Realigned Balls Ford Road Project in the Brentsville and Gainesville Magisterial Districts.

Votes:

Ayes: Angry, Bailey, Boddye, Candland, Franklin, Lawson, Vega, Wheeler

Nays: None

Absent from Vote: None

Absent from Meeting: None

For Information:

Director of Transportation

County Attorney

ATTEST: _____

Andrea P. Madden

Clerk to the Board

4/17/80

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location public hearing was held in the Stonewall Jackson High School, south of Route 234, in Prince William County on September 18, 1979, at 7:30 p.m., for the purpose of considering the location for the proposed Manassas Bypass (Route 234) from the intersection of Route 619 at Independent Hill to the intersection of Route 15 at Woolsey in Prince William County, State Project 0234-076-107, PE-101; Federal Project F-109-1(101); 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 in accordance with the plan utilizing a combination of Alternative A-1 and Alternative B-2 as proposed and presented at the said location public hearing by the Department's engineers; and

BE IT FURTHER RESOLVED, that Route 234 be designated as a limited access highway between Route 619 at Limstrong and Routes 29/211 in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with State Highway and Transportation Commission Policy.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a design public hearing was held in the Appomattox Elementary School auditorium in Appomattox, Virginia, on August 15, 1979, at 7:30 p.m., for the purpose of considering the proposed design features of Route 460 (Appomattox Bypass) from 0.832 mile west of the west corporate limits of Appomattox to 0.900 mile east of the east corporate limits of Appomattox in Appomattox County, State Project 7460-006-101, G-301, P-401; and

6/20/91

Moved by Mr. Hoeffler, seconded by Mr. Warner,
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in the Stonewall Jackson High School on October 30, 1990, at 7:30 p.m. for the purpose of considering the proposed design of Route 234 (Manassas Bypass) from 0.23 mile north of Interstate Route 66 to 3.91 miles east of Route 28 (Dumfries Road) in Prince William County, State Project 6234-076-112, C-501, C-502, C-503, C-504; Federal Project F-109-1(101); and

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

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

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

- o Permit design and construction of the alternate proposal for the Route 28 interchange and addition of a half cloverleaf approximately one mile north of Route 28 provided all additional costs are borne by others.
- o Approval of Alternative B-II design for the Clover Hill Road Interchange.
- o Shift alignment of Sudley Manor Drive Interchange to avoid a cemetery and reduce utility and right of way impacts.
- o Revision of Brentsville Road Interchange design to minimize right of way requirements.

6/20/91

- o Construct project in phases. Initially, acquire all right of way, build four-lane roadway along the bypass with interchanges at I-66 and Route 28 and at-grade intersections at the remaining interchange sites. The ultimate completion of the interchanges would be subject to development and availability of funding; and

BE IT FURTHER RESOLVED, that this 9.8 mile project be added to the Primary System of Highways; and

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

Motion carried.

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

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 in the Glen Forest Elementary School, Fairfax, Virginia, on October 23, 1990, at 7:30 p.m. for the purpose of considering the proposed location and major design features of Route 7 (Leesburg Pike) from 0.11 mile west of Route 244 to 0.63 mile east of Route 50 in Fairfax, Virginia, State Project 0007-029-117, C-501; and

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

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

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



August 24, 2020

Mr. Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Subject: Board of Supervisors Endorsement of Prince William Parkway at Realigned Balls Ford Road
State Project 6234-076-266, UPC 112815

Dear Ms. Cuervo:

On July 14, 2020, the Prince William Board of County Supervisors endorsed the design plans for the realignment of existing Balls Ford Road, and a diverging diamond interchange (DDI) at Realigned Balls Ford Road (Route 621) and Prince William Parkway (Route 234). The realignment of Balls Ford Road extends from Devlin Road in the west to Doane Drive in the east (approximate length 1.85 miles) and includes a bridge over Norfolk Southern Railroad. The diverging diamond interchange configuration will provide a grade-separated crossing of Realigned Balls Ford Road over Prince William Parkway, with ramp connections to and from northbound and southbound Prince William Parkway. This multi-modal project is intended to reduce congestion, improve safety, enhance traffic operations, and provide facilities for pedestrians and bicyclists. This project includes a change in limited access control. The project is being administered by the Prince William County Department of Transportation using the Design-Build delivery method.

Please call Elnour Adam, our Alternative Delivery Project – Engineering Manager (703-792-8469), if you have any questions or need additional information.

Thank you for your assistance with this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ricardo Canizales", written over a light blue circular stamp.

Ricardo Canizales
Director of Transportation

Enclosure: Prince William Board of County Supervisors' Resolution of Endorsement signed by
Clerk of the Board, July 14, 2020

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)
Project 6234-076-266, P101, R201, C501, B665, B666
UPC# 112815
Prince William County

Issues: The area designated as limited access previously approved for the Route 234 (Prince William Parkway, formerly the Manassas Bypass) needs to be modified to accommodate the Route 234 (Prince William Parkway) grade-separated diverging diamond interchange at realigned Route 621 (Balls Ford Road), and to provide pedestrian and bicyclist access within the limited access area as a result of the shared use path along realigned Route 621 (Balls Ford Road). These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for Route 234 (Manassas Bypass) between Route 619 at Limstrong and Routes 29/211 was previously established on April 17, 1980 by the State Highway Commission, predecessor to the CTB in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia*, as amended.
- The CTB approved the major design features of the Route 234 (Manassas Bypass), State Highway Project 6234-076-112, C-501, C-502, C-503, C-504, to be constructed in phases with interchanges at I-66 and Route 28, and at-grade intersections at the remaining interchange sites on June 20, 1991. The ultimate completion of the remaining interchanges, including this location, would be subject to development.
- The Route 234 Manassas Bypass was renamed the Prince William Parkway.
- State Highway Project 6234-076-266, P101, R201, C501, B665, B666 (UPC# 112815) (the “Project”) provides a grade-separated diverging diamond interchange approximately 1500 feet south of the existing at-grade intersection of the Route 234 (Prince William Parkway) and Route 621 (Balls Ford Road). The Project also and provides a bridge carrying realigned Route 621 (Balls Ford Road) over Route 234 (Prince William Parkway) with ramp connections to and from northbound and southbound Route 234 (Prince William Parkway) in order to relieve traffic congestion and improve safety at the Route 234 (Prince William Parkway) and Route 621 (Balls Ford Road) intersection. These improvements include the realignment of approximately 1.85 miles of existing Route 621 (Balls Ford Road), from Devlin Road to Doane Drive, and includes a bridge over the Norfolk Southern Railroad. The realigned Route 621 (Balls Ford Road) will be a four-lane divided roadway with turn lanes at intersections, raised median, curb and gutter, and a shared use path. Traffic signals will be included at the intersections with Devlin Road, Wellington Road, Wellingford Drive, the two interchange crossover intersections, and Doane Drive. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)

Prince William County

October 20, 2020

Page 2 of 3

- Prince William County held a Design Public Hearing (“Hearing”) for the Project on July 14, 2020, between 2:00 pm and 5:00 pm at the County Board of Supervisors Chambers, McCoart Building, 1 County Complex Court, Woodbridge, VA 22192, and allowed public input to be collected concerning the request.
- Proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.
- The Northern Virginia District office has reviewed and approved the traffic analysis report for the Project completed in February 24, 2020 and found that it adequately addresses the impacts from the Project and proposed LACCs.
- The Project is in compliance with National Environmental Policy Act (NEPA) requirements. The Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) was a component of the Route 234 (Manassas Bypass) project, evaluated in a Supplemental Environmental Impact Statement (SEIS) prepared by the Virginia Department of Transportation (VDOT) and the Federal Highway Administration in 1994, in accordance with NEPA and 23 CFR 771. Environmental studies completed in July 2019 determined that the location of the currently proposed improvements is essentially the same as was proposed and evaluated in the 1994 SEIS. Environmental reevaluations will be prepared prior to authorizing the acquisition of right-of-way and authorizing construction for the interchange pursuant to 23 CFR 771.129 to ensure the project design plans are consistent with the 1994 SEIS and the 2019 Environmental Studies document. All required environmental permits will be obtained in coordination with local, state, and federal agencies prior to construction.
- The Project is located within an 8-hour ozone non-attainment area and is included in the Visualize 2045 Air Quality Conformity for the financially constrained element of the Visualize 2045 Long Range Plan for the National Capital Region and approved by the Transportation Planning Board on October 17, 2018.
- The Project is in Prince William County and the Board of County Supervisors endorsed the final design of the Project at their regular meeting on July 14, 2020. The County Director of Transportation endorsed the changes in limited access control in a letter dated August 24, 2020.

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road)

Prince William County

October 20, 2020

Page 3 of 3

- The VDOT Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq.*

Recommendations: It is recommended that, pursuant to §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the Route 234 (Prince William Parkway) Interchange at realigned Route 621 (Balls Ford Road) continue to be designated as a limited access control area with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access lines and right of way previously approved by the CTB's predecessor, the State Highway Commission, on April 17, 1980.

Action Required by CTB: §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.* require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with this resolution, and the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: A hybrid in-person/virtual meeting held concurrently at the County Board of Supervisor's regular meeting on July 14, 2020, which was broadcast on local television channels. Only one (1) citizen signed the sign-in sheet. There were four (4) written comments and one (1) oral comment received for the record. One (1) supported the project as proposed and presented, two (2) supported the project with modifications/questions and two (2) opposed the project as a whole.

Limited Access Control Point Stations and Offset Table
6234-076-266, PE-101, RW-201, C-501, B-665, B-666

Sheet	Station	Offset	Baseline
1	200+16.64	98.19' LT	Rte. 234 CBL
1	200+35.12	109.76' LT	Rte. 234 CBL
1	207+83.98	109.76' LT	Rte. 234 CBL
2	215+58.45	380.68' LT	Rte. 234 CBL
2	217+96.93	552.17' LT	Rte. 234 CBL
2	218+84.21	593.99' LT	Rte. 234 CBL
2	220+27.65	640.78' LT	Rte. 234 CBL
2	221+05.9	656.23' LT	Rte. 234 CBL
2	222+22.35	970.38' LT	Rte. 234 CBL
2	222+49.83	746.93' LT	Rte. 234 CBL
2	225+20.26	637.9' LT	Rte. 234 CBL
2	226+08.2	448.18' LT	Rte. 234 CBL
2	226+25.6	476.66' LT	Rte. 234 CBL
2	226+47.14	634.39' LT	Rte. 234 CBL
2	226+67.60	880.08' LT	Rte. 234 CBL
2	227+15.02	971.90' LT	Rte. 234 CBL
3	229+53.71	261.00' LT	Rte. 234 CBL
3	231+29.55	167.77' LT	Rte. 234 CBL
3	231+29.62	187.87' LT	Rte. 234 CBL
3	231+61.06	151.01' RT	Rte. 234 CBL
3	233+57.45	109.62' LT	Rte. 234 CBL
3	234+47.34	162.76' RT	Rte. 234 CBL
3	235+19.39	400.17' RT	Rte. 234 CBL
3	235+20.43	400.4' RT	Rte. 234 CBL
3	236+04.36	109.63' LT	Rte. 234 CBL
3	236+28.38	428.74' RT	Rte. 234 CBL
3	236+71.71	309.84' LT	Rte. 234 CBL
3	237+04.05	134.86' RT	Rte. 234 CBL
3	237+79.39	100.22' RT	Rte. 234 CBL
3	238+16.95	415.23' RT	Rte. 234 CBL
3	238+31.49	378.28' RT	Rte. 234 CBL
3	238+39.31	409.45' RT	Rte. 234 CBL
3	239+85.71	109.81' RT	Rte. 234 CBL
3	236+79.02	307.79' LT	Rte. 234 CBL
3	237+09.49	325.73' LT	Rte. 234 CBL
3	237+13.70	324.76' LT	Rte. 234 CBL
4	229+40.95	657.97' RT	Rte. 234 CBL
4	230+03.93	692.44' RT	Rte. 234 CBL
4	235+38.13	641.37' RT	Rte. 234 CBL
5	173+29.85	227.75' RT	Balls Ford Rd. CBL
5	177+15.57	251.29' RT	Balls Ford Rd. CBL
5	178+16.91	59.65' RT	Balls Ford Rd. CBL
5	180+56.48	67.06' RT	Balls Ford Rd. CBL
5	186+79.21	73.08' RT	Balls Ford Rd. CBL
5	187+05.03	98.9' RT	Balls Ford Rd. CBL
5	177+04.57	90.39' LT	Balls Ford Rd. CBL
5	177+57.79	63.75' RT	Balls Ford Rd. CBL
5	177+88.30	65.09' LT	Balls Ford Rd. CBL
5	180+58.83	62.52' LT	Balls Ford Rd. CBL
5	185+49.29	67.73' LT	Balls Ford Rd. CBL



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

October 1, 2020

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

Subject: Approval of Limited Access Control Changes (LACCs) for the Route 234 (Prince William Parkway) Interchange at Realigned Route 621 (Balls Ford Road) in Prince William County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 6234-076-266, P101, R201, C501, B665, B666 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

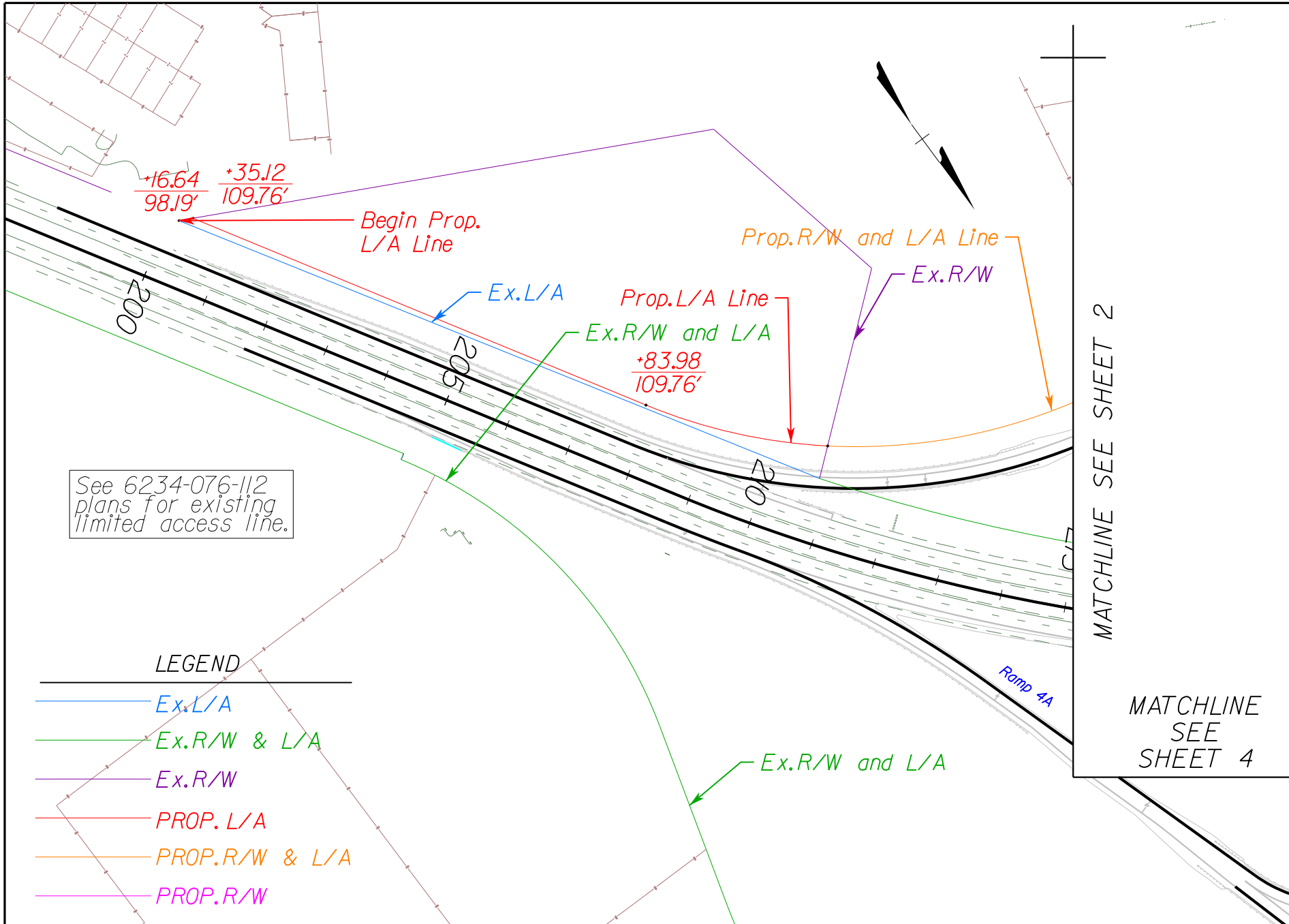
Barton A. Thrasher, P.E.
Chief Engineer



www.RDAcivil.com



LANE



See 6234-076-112 plans for existing limited access line.

LEGEND

- Ex. L/A
- Ex. R/W & L/A
- Ex. R/W
- PROP. L/A
- PROP. R/W & L/A
- PROP. R/W

SCALE



BALLS FORD INTERCHANGE DESIGN BUILD LIMITED ACCESS EXHIBIT

VDOT PROJECT
 6234-076-266
 PE-101, RW-201, C-501,
 B-665, B-666

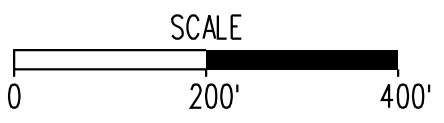
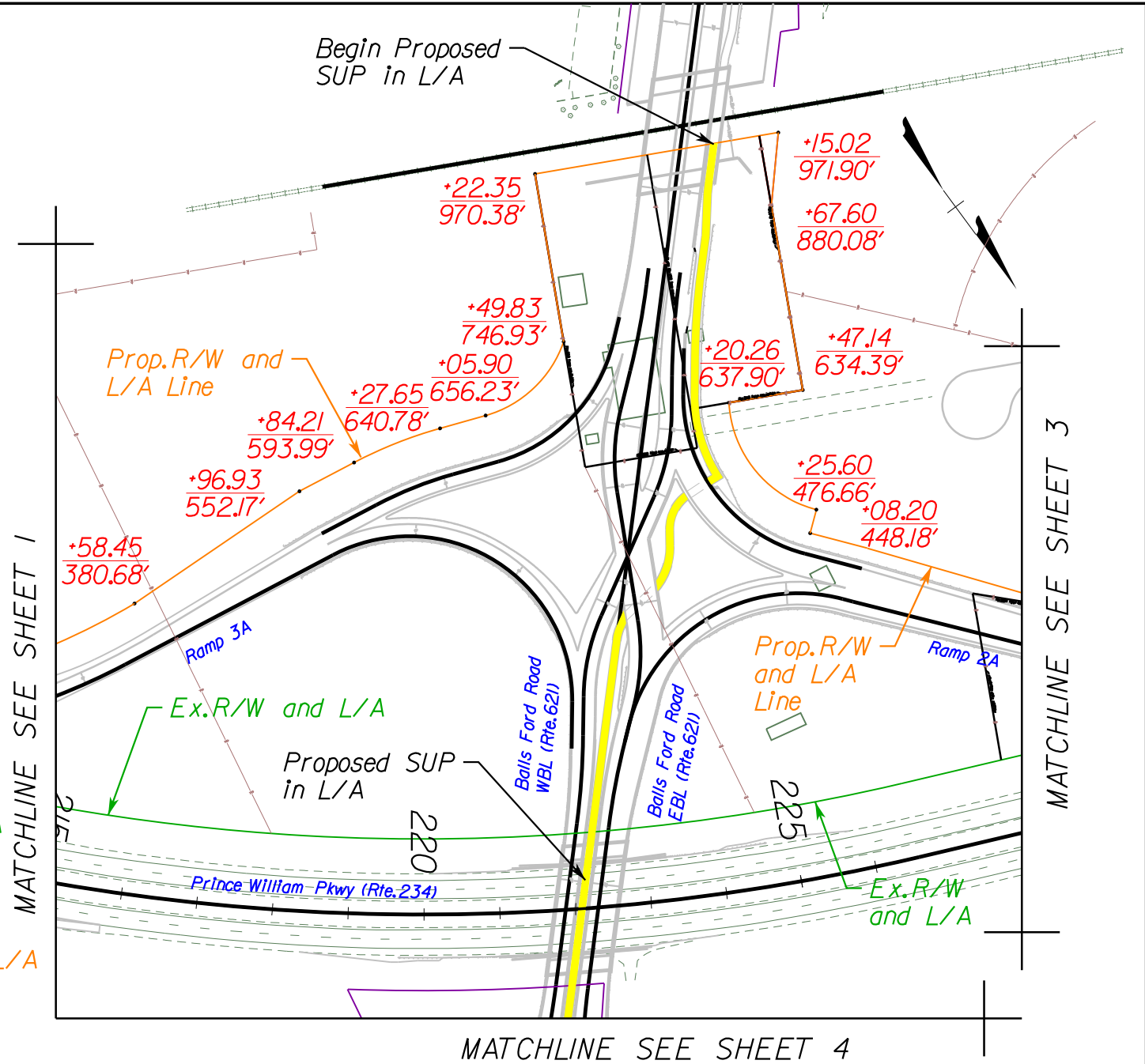
SHEET NO.

1



See 6234-076-112 plans for existing limited access line.

- LEGEND**
- Ex.L/A
 - Ex.R/W & L/A
 - Ex.R/W
 - PROP. L/A
 - PROP.R/W & L/A
 - PROP.R/W
 - PROP.SUP



BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

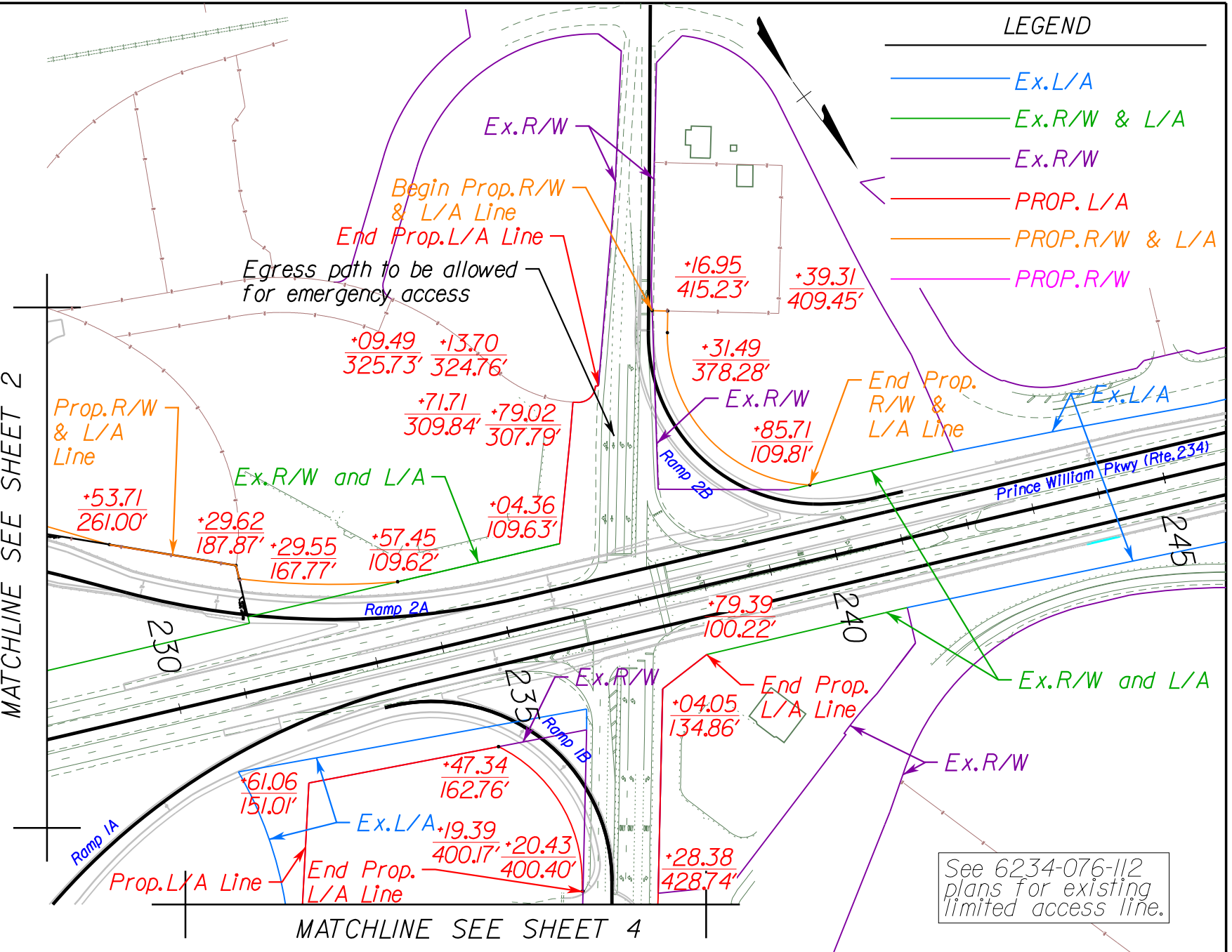
SHEET NO.
2

LEGEND

- Ex.L/A
- Ex.R/W & L/A
- Ex.R/W
- PROP.L/A
- PROP.R/W & L/A
- PROP.R/W

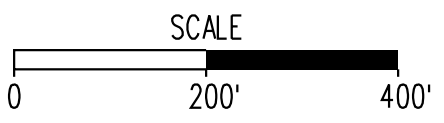
MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 4



Egress path to be allowed for emergency access

See 6234-076-112 plans for existing limited access line.



BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

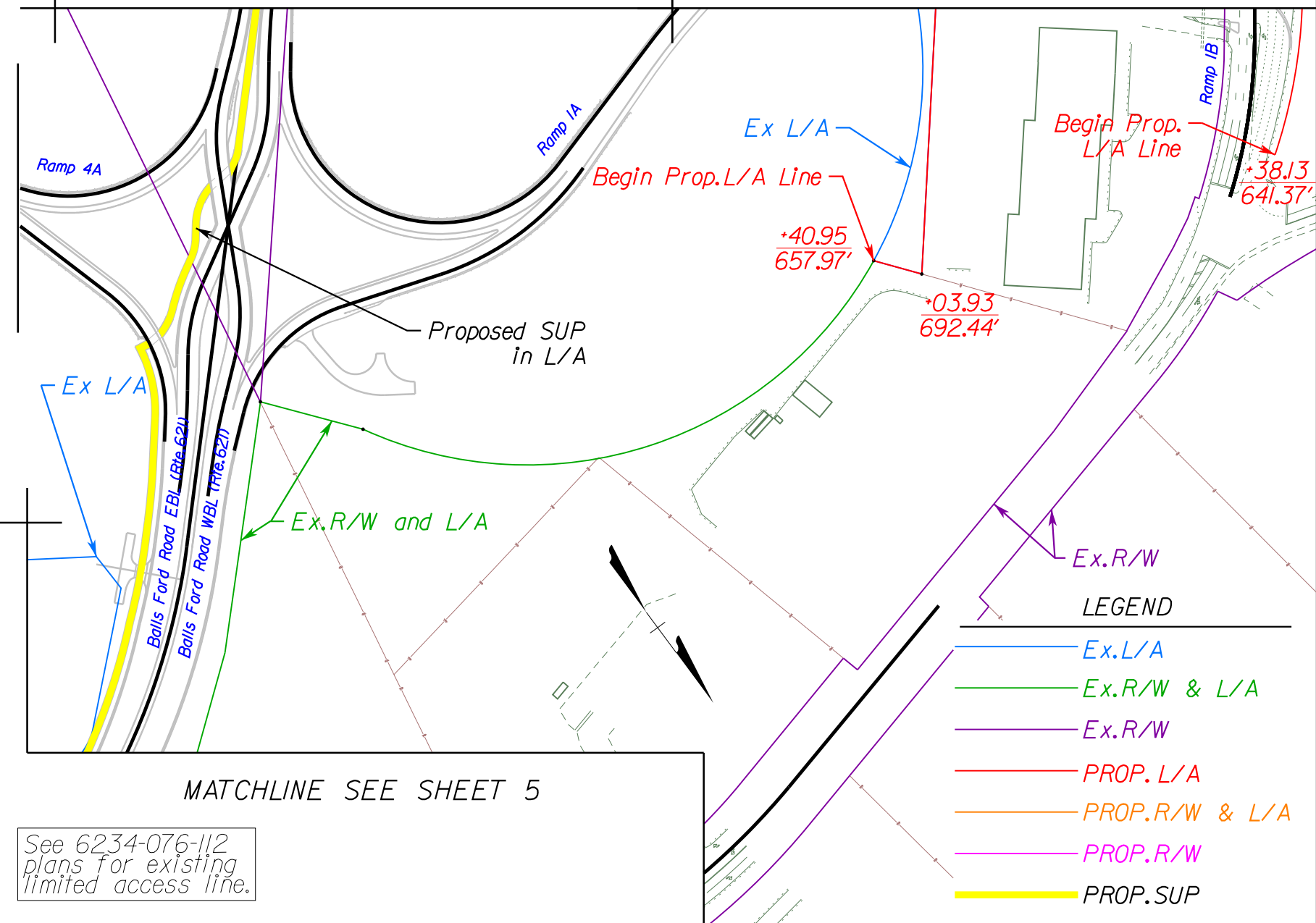
VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

SHEET NO.
3

MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 3

MATCHLINE SEE SHEET 1



MATCHLINE SEE SHEET 5

See 6234-076-112 plans for existing limited access line.

LEGEND

- Ex. L/A
- Ex. R/W & L/A
- Ex. R/W
- PROP. L/A
- PROP. R/W & L/A
- PROP. R/W
- PROP. SUP

SCALE



BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

SHEET NO.

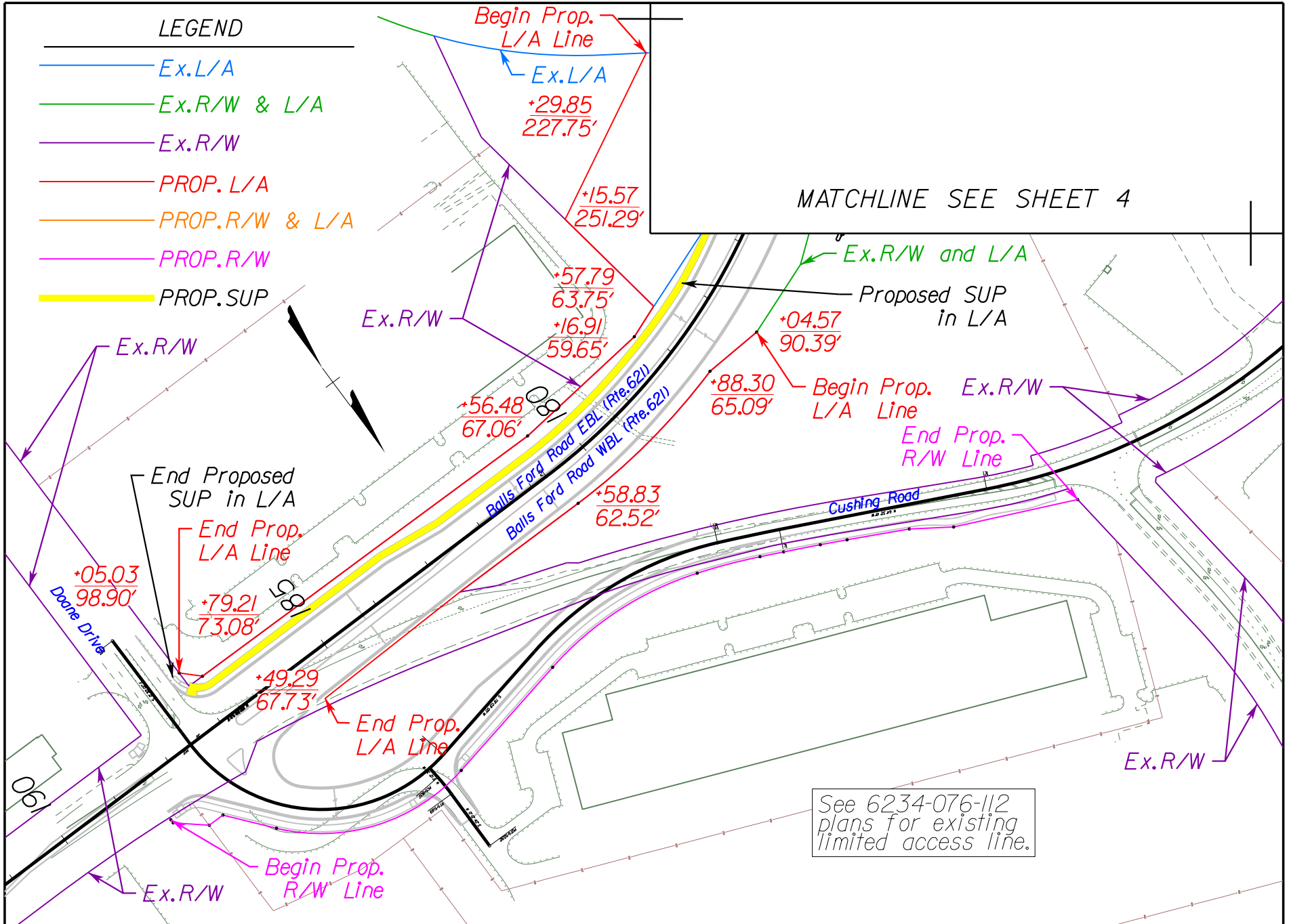
4



LEGEND

- Ex.L/A
- Ex.R/W & L/A
- Ex.R/W
- PROP.L/A
- PROP.R/W & L/A
- PROP.R/W
- PROP.SUP

MATCHLINE SEE SHEET 4



SCALE



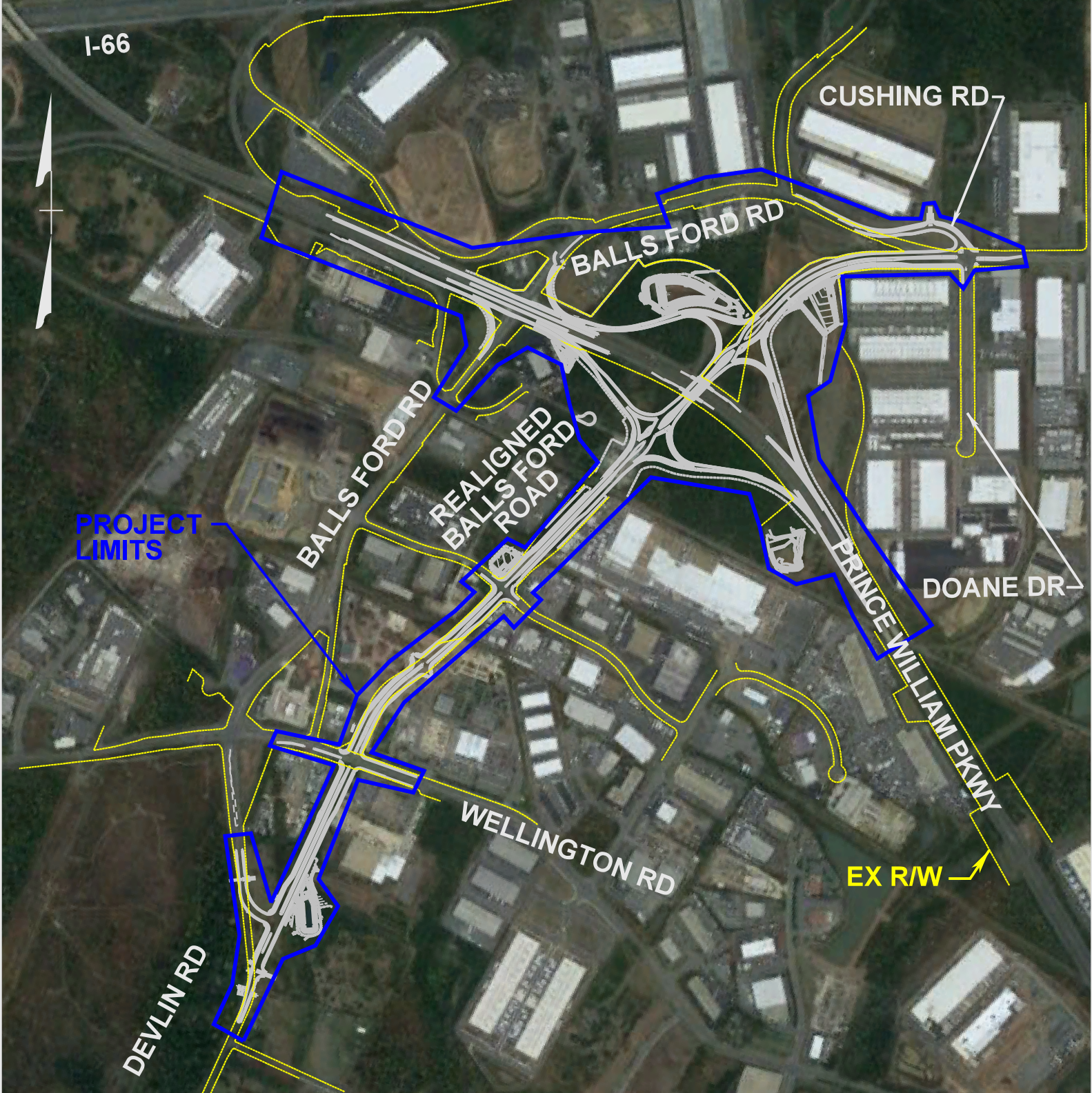
BALLS FORD INTERCHANGE DESIGN BUILD
LIMITED ACCESS EXHIBIT

VDOT PROJECT
6234-076-266
PE-101, RW-201, C-501,
B-665, B-666

SHEET NO.

5

See 6234-076-112
plans for existing
limited access line.

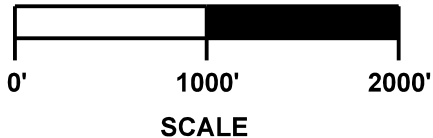


VICINITY MAP

**BALLS FORD INTERCHANGE
DESIGN BUILD PROJECT**

PRINCE WILLIAM COUNTY, VA

**VDOT PROJ. NO. 6234-076-266
PE-101, RW-201, C-501, B-665, B-666**





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

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

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

WHEREAS, after due consideration the Board adopted a Final Fiscal Years 2020-2025 Program on June 19, 2019; and

WHEREAS, the Board is required by §§ 33.2-214(B) and 33.2-221(C) of the *Code of Virginia* to administer and allocate funds in the Commonwealth Transportation Fund and the Transportation Trust Fund, respectively; and

WHEREAS, § 33.2-214(B) of the *Code of Virginia* provides that the Board is to coordinate the planning for financing of transportation needs, including needs for highways, railways, seaports, airports, and public transportation and is to allocate funds for these needs pursuant to §§ 33.2-358 and Chapter 15 of Title 33.2 (33.2-1500 et seq.) of the *Code of Virginia*, by adopting a Program; and

WHEREAS, §§ 33.2-1526 and 33.2-1526.1 authorize allocations to local governing bodies, transportation district commissions, or public service corporations for, among other

things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; and

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

WHEREAS, Item 430 O.1 of Chapter 1289 of the 2020 Acts of Assembly provides that notwithstanding § 33.2-214, the Six-Year Improvement Program adopted June 19, 2019, and as amended shall remain in effect through June 30, 2021, or until a new Six-Year Improvement Program is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic; and

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

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

#####

CTB Decision Brief

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

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

Facts: The CTB must adopt a Program of anticipated projects and programs by July 1st of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 19, 2019, after due consideration, the CTB adopted a Final FY 2020-2025 Program. Item 430 O.1 of Chapter 1289 of the 2020 Acts of Assembly provides that notwithstanding § 33.2-214, the Six-Year Improvement Program adopted June 19, 2019, and as amended shall remain in effect through June 30, 2021, or until a new Six-Year Improvement Program is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic. The projects shown in Appendix A were not in the Final FY 2020-2025 Program adopted by the CTB.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2020–2025.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to add the projects listed in Appendix A to the Program for FY 2020–2025 to meet the CTB’s statutory requirements.

Result, if Approved: If the resolution is approved, the projects listed in Appendix A will be added to the Program for FY 2020-2025.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Appendix A
Amendments to the FY2020-2025 SYIP

UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
117951	Bristol	Districtwide	81	#81CIP Detour Signal Upgrades for Bristol and Wytheville	\$ 3,967,047	\$ 3,967,047	\$0	Interstate Corridor Funds	Yes
117952	Bristol	Districtwide	81	#81CIP Detour Signal Upgrades for Abingdon and Marion	\$ 4,050,619	\$ 4,050,619	\$0	Interstate Corridor Funds	Yes
117954	Bristol	Districtwide	81	#81CIP Detour Signal Upgrades for VDOT Maintained Signals	\$ 982,334	\$ 982,334	\$0	Interstate Corridor Funds	Yes
116923	Bristol	Bristol	381	#SGR21LP Commonwealth Avenue Primary Extension Paving	\$ 90,875	\$ 90,875	\$0	SGR Paving - Local	Yes
116934	Bristol	Marion	11	#SGR21LP North Main Street-Primary Extension Paving	\$ 399,895	\$ 399,895	\$0	SGR Paving - Local	Yes
116935	Bristol	Norton	U000	#SGR21LP Park Avenue NE-Primary Extension Paving	\$ 447,581	\$ 447,581	\$0	SGR Paving - Local	Yes
117080	Bristol	Tazewell	16	#SGR21LP Tazewell Avenue-Primary Extension Paving	\$ 184,745	\$ 184,745	\$0	SGR Paving - Local	Yes
117061	Bristol	Districtwide	--	#SGR21VP CY21 Grayson Wythe Primary PM1J	\$ 5,063,244	\$ 5,063,244	\$0	SGR Paving - VDOT	Yes
117062	Bristol	Districtwide	--	#SGR21VP CY21 Lee Primary PM1K	\$ 1,917,278	\$1,917,278	\$0	SGR Paving - VDOT	Yes
-24641	Bristol	Town of Glade Spring	--	Glade Spring Pavilion Point Sidewalk	\$ 281,820	\$ 281,820	\$0	TAP	Yes
116943	Bristol	Town of Big Stone Gap	--	Greenbelt River Bend	\$ 642,629	\$ 625,000	\$17,629	TAP	No
116944	Bristol	Town of Chilhowie	--	Pedestrian Connector - Phase II	\$ 487,334	\$ 487,334	\$0	TAP	Yes
116945	Bristol	Town of Wytheville	--	Heritage Walk Museum Connector	\$ 650,040	\$ 650,040	\$0	TAP	Yes
116946	Bristol	City of Bristol	--	Lee Hwy Shared-Use Path - Phase I	\$ 253,470	\$ 253,470	\$0	TAP	Yes
116947	Bristol	Town of Marion	--	Park Boulevard Sidewalk	\$ 668,000	\$ 387,000	\$281,000	TAP	No
-24189	Culpeper	Charlottesville	250	#SGR21LP - RTE 250 SGR PAVING	\$ 374,644	\$ 374,644	\$0	CTB Formula; SGR Paving - Local	Yes
-24197	Culpeper	Charlottesville	250	#SGR21LP - RTE 250 BYPASS SGR PAVING	\$ 242,619	\$ 242,619	\$0	SGR Paving - Local	Yes
116991	Culpeper	Districtwide	--	#SGR21VP PM7D-967-F21,P401 Interstate Plant Mix	\$ 807,764	\$ 807,764	\$0	SGR Paving - VDOT	Yes
116992	Culpeper	Districtwide	--	#SGR21VP PM7D-967-F21,P401 Primary Plant Mix	\$ 1,095,016	\$ 1,095,016	\$0	SGR Paving - VDOT	Yes
116993	Culpeper	Districtwide	--	#SGR21VP PM7E-967-F21,P401 Primary Plant Mix	\$ 1,559,642	\$ 1,559,642	\$0	SGR Paving - VDOT	Yes
116914	Culpeper	Albemarle County	--	Tabor/Hilltop Pedestrian Improvements	\$ 1,205,000	\$ 452,500	\$752,500	TAP	No
116915	Culpeper	Town of Warrenton	--	Timber Fence Trail - Segment 2	\$ 508,890	\$ 508,890	\$0	TAP	Yes
116916	Culpeper	Town of Scottsville	--	Downtown Pedestrian Improvements - Phase - I	\$ 400,000	\$ 400,000	\$0	TAP	Yes
116917	Culpeper	Town of Gordonsville	--	SRTS Gordon-Barbour Access Improvements	\$ 563,980	\$ 563,980	\$0	TAP	Yes
116918	Culpeper	Fauquier County	--	SRTS Grace Miller ES	\$ 678,075	\$ 678,075	\$0	TAP	Yes
118087	Culpeper	Town of Madison	--	Town of Madison Main Street Sidewalk	\$ 288,223	\$ 288,223	\$0	TAP	Yes

Appendix A
Amendments to the FY2020-2025 SYIP

UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
118088	Culpeper	Town of Culpeper	--	Ira Hoffman Sidewalk Extension	\$ 497,036	\$ 497,036	\$0	TAP	Yes
118089	Culpeper	Town of Culpeper	--	Sperryville Pike Sidewalk	\$ 796,891	\$ 796,891	\$0	TAP	Yes
117142	Fredericksburg	Fredericksburg	3	#SGR21LP - CITY OF FREDERICKSBURG PLANK RD 3 E (291)	\$ 400,000	\$ 400,000	\$0	CTB Formula; SGR Paving - Local	Yes
117114	Fredericksburg	Fredericksburg	3	#SGR21LP - CITY OF FREDERICKSBURG PLANK RD 3 E	\$ 400,000	\$ 400,000	\$0	SGR Paving - Local	Yes
117032	Fredericksburg	Districtwide	--	#SGR21VP - PM-6S-21 Asphalt Saluda Res. Primary System	\$ 3,479,937	\$ 3,479,937	\$0	SGR Paving - VDOT	Yes
117899	Fredericksburg	Spotsylvania County	--	Route 639/VCR Trail	\$ 313,288	\$ 313,288	\$0	TAP	Yes
117937	Fredericksburg	Stafford County	--	Staffordsboro Boulevard Sidewalk	\$ 1,077,500	\$ 1,077,500	\$0	TAP	Yes
117945	Fredericksburg	Richmond County	--	Richmond County Multi-Use Trail - Phase I	\$ 533,991	\$ 533,991	\$0	TAP	Yes
117946	Fredericksburg	City of Fredericksburg	--	Mary Washington Hospital Connector	\$ 266,000	\$ 266,000	\$0	TAP	Yes
117991	Fredericksburg	Town of Deltaville	--	Deltaville Multi-Modal Project	\$ 1,001,175	\$ 1,001,175	\$0	TAP	Yes
117144	Hampton Roads	Emporia	301	#SGR21LP 109-City of Emporia 274 Main St N	\$ 409,065	\$ 409,065	\$0	SGR Paving - Local	Yes
117145	Hampton Roads	Hampton	258	#SGR21LP City of Hampton 447 Mercury Blvd W	\$ 565,000	\$ 565,000	\$0	SGR Paving - Local	Yes
117146	Hampton Roads	Hampton	41	#SGR21LP 114-City of Hampton 425 Power Plant Parkway	\$ 482,000	\$ 482,000	\$0	SGR Paving - Local	Yes
117147	Hampton Roads	Hampton	152	#SGR21LP 114-City of Hampton 376 Cunningham Drive	\$ 166,000	\$ 166,000	\$0	SGR Paving - Local	Yes
117148	Hampton Roads	Emporia	301	#SGR21LP 109-City of Emporia 275 Main St N	\$ 348,089	\$ 348,089	\$0	SGR Paving - Local	Yes
117149	Hampton Roads	Virginia Beach	13	#SGR21LP 134-City of Virginia Beach 2078 S Military Hwy	\$ 855,803	\$ 855,803	\$0	SGR Paving - Local	Yes
117150	Hampton Roads	Suffolk	13	#SGR21LP City of Suffolk 1860 Whaleyville Blvd	\$ 241,374	\$ 241,374	\$0	SGR Paving - Local	Yes
117151	Hampton Roads	Newport News	17	#SGR21LP City of Newport News 749 J. Clyde Morris Blvd	\$ 681,380	\$ 681,380	\$0	SGR Paving - Local	Yes
117152	Hampton Roads	Suffolk	13	#SGR21LP City of Suffolk 1861 Whaleyville Blvd	\$ 243,545	\$ 243,545	\$0	SGR Paving - Local	Yes
117154	Hampton Roads	Suffolk	125	#SGR21LP City of Suffolk 1821 Kings Hwy	\$ 242,572	\$ 242,572	\$0	SGR Paving - Local	Yes
117155	Hampton Roads	Virginia Beach	165	#SGR21LP City of Virginia Beach 2003 N Landing Rd	\$ 389,894	\$ 389,894	\$0	SGR Paving - Local	Yes
117156	Hampton Roads	Virginia Beach	58	#SGR21LP City of Virginia Beach 2095 VA Beach Blvd	\$ 621,461	\$ 621,461	\$0	SGR Paving - Local	Yes
117157	Hampton Roads	Suffolk	13	#SGR21LP City of Suffolk 1813 Carolina Rd	\$ 242,572	\$ 242,572	\$0	SGR Paving - Local	Yes
117158	Hampton Roads	Suffolk	32	#SGR21LP 133-City of Suffolk 1814 Carolina Rd	\$ 242,572	\$ 242,572	\$0	SGR Paving - Local	Yes
117159	Hampton Roads	Suffolk	58	#SGR21LP City of Suffolk 1906 Franklin Bypass	\$ 333,028	\$ 333,028	\$0	SGR Paving - Local	Yes

Appendix A
Amendments to the FY2020-2025 SYIP

UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
117160	Hampton Roads	Chesapeake	190	#SGR21LP 131-City of Chesapeake 1626 Kempsville Rd WB	\$ 403,220	\$ 403,220	\$0	SGR Paving - Local	Yes
117161	Hampton Roads	Chesapeake	190	#SGR21LP 131-City of Chesapeake 1621 Kempsville Rd EB	\$ 403,220	\$ 403,220	\$0	SGR Paving - Local	Yes
117163	Hampton Roads	Chesapeake	190	#SGR21LP 131-City of Chesapeake 1622 Kempsville Rd	\$ 92,640	\$ 92,640	\$0	SGR Paving - Local	Yes
117164	Hampton Roads	Chesapeake	165	#SGR21LP 131-City of Chesapeake 1539 Mount Pleasant Rd	\$ 292,517	\$ 292,517	\$0	SGR Paving - Local	Yes
117165	Hampton Roads	Williamsburg	31	#SGR21LP 137-City of Williamsburg 2188 Jamestown Rd	\$ 407,150	\$ 407,150	\$0	SGR Paving - Local	Yes
117167	Hampton Roads	Williamsburg	132	#SGR21LP 137-City of Williamsburg 2196 S Henry St	\$ 258,800	\$ 258,800	\$0	SGR Paving - Local	Yes
117170	Hampton Roads	Williamsburg	132	#SGR21LP 137-City of Williamsburg 2197 S Henry St	\$ 335,100	\$ 335,100	\$0	SGR Paving - Local	Yes
117184	Hampton Roads	Chesapeake	165	#SGR21LP 131-City of Chesapeake 1522 Mount Pleasant Rd	\$ 308,403	\$ 308,403	\$0	SGR Paving - Local	Yes
117196	Hampton Roads	Hampton	134	#SGR21LP 114-City of Hampton 360 Armistead Ave N	\$ 287,000	\$ 287,000	\$0	SGR Paving - Local	Yes
117153	Hampton Roads	York County	--	#SGR21VP - 2021 Williamsburg Residency Plant Mix	\$ 1,003,283	\$1,003,283	\$0	SGR Paving - VDOT	Yes
-23804	Hampton Roads	Town of Parksley	--	Parksley Connects	\$ 1,784,723	\$ 411,488	\$1,373,236	TAP	No
117038	Hampton Roads	City of Norfolk	--	Church Street Pedestrian Improvements	\$ 500,000	\$ 500,000	\$0	TAP	Yes
117102	Hampton Roads	City of Hampton	--	Old Buckroe Rd Pedestrian Improvements	\$ 1,050,251	\$ 518,561	\$531,690	TAP	No
117117	Hampton Roads	City of Virginia Beach	--	Independence Blvd/Columbus St Pedestrian Improvements	\$ 511,385	\$ 441,070	\$70,315	TAP	No
117118	Hampton Roads	City of Virginia Beach	--	Sandbridge Road Sidewalk	\$ 787,603	\$ 679,308	\$108,296	TAP	No
117119	Hampton Roads	City of Virginia Beach	--	Parliament Drive Sidewalk - Phase I	\$ 1,083,386	\$ 934,421	\$148,965	TAP	No
117120	Hampton Roads	City of Hampton	--	Mallory Street Reconstruction for Bike Lanes	\$ 960,000	\$ 948,000	\$12,000	TAP	No
117121	Hampton Roads	City of Portsmouth	--	Portsmouth Pedestrian Enhancements	\$ 388,625	\$ 388,625	\$0	TAP	Yes
117122	Hampton Roads	City of Norfolk	--	Curlaw Drive Multi-Use Path	\$ 958,000	\$ 958,000	\$0	TAP	Yes
117125	Hampton Roads	York County	--	West Queen Drive Sidewalk	\$ 130,575	\$ 130,575	\$0	TAP	Yes
117131	Hampton Roads	City of Norfolk	--	Tidewater Drive Sidewalk at I-64	\$ 2,142,700	\$ 2,142,700	\$0	TAP	Yes
-23881	Lynchburg	Danville	6058	#SGR21LP RTE 58 WBL - (ID6591) RESURFACING (SOUTH BOSTON RD)	\$ 970,316	\$ 970,316	\$0	CTB Formula; SGR Paving - Local	Yes
-23897	Lynchburg	Danville	7058	#SGR21LP BUS 58 EBL - (ID6590) RESURFACING (RIVERSIDE DR)	\$ 523,182	\$ 523,182	\$0	SGR Paving - Local	Yes

Appendix A
Amendments to the FY2020-2025 SYIP

UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
-23844	Lynchburg	South Boston	6501	#SGR21LP RTE 501 - (ID6619) RESURFACING (WILBORN AVE)	\$ 65,316	\$ 65,316	\$0	SGR Paving - Local	Yes
116998	Lynchburg	Prince Edward County	--	#SGR21VP PM3D21 Prince Edward Co. Pant Mix (P)	\$ 1,533,496	\$ 1,533,496	\$0	SGR Paving - VDOT	Yes
117002	Lynchburg	Campbell County	--	#SGR21VP PM3B21 Campbell Co. Pant Mix (P)	\$ 829,440	\$ 829,440	\$0	SGR Paving - VDOT	Yes
117003	Lynchburg	Pittsylvania County	--	#SGR21VP PM3F21 Pittsylvania Co. Pant Mix (P)	\$ 2,023,893	\$ 2,023,893	\$0	SGR Paving - VDOT	Yes
117938	Lynchburg	City of Danville	--	Audubon Drive - Construct Sidewalk	\$ 394,100	\$ 394,100	\$0	TAP	Yes
117940	Lynchburg	Town of Charlotte CH	--	Route 47 - Construct Sidewalk	\$ 454,765	\$ 454,765	\$0	TAP	Yes
117941	Lynchburg	Town of Altavista	--	Bus 29 (Main Street) - Construct Sidewalk	\$ 935,790	\$ 935,790	\$0	TAP	Yes
117942	Lynchburg	City of Danville	--	Kemper Road - Construct Sidewalk	\$ 437,000	\$ 437,000	\$0	TAP	Yes
-21807	Northern Virginia	Fairfax County	665	Fox Mill Road and Pinecrest Rd. Intersection Improvements	\$ 5,700,000	\$ 5,700,000	\$0	Accounts Receivable	Yes
-23821	Northern Virginia	Alexandria	236	#SGR21LP DUKE STREET WB PRIMARY EXTENSION PAVING	\$ 750,000	\$ 750,000	\$0	CTB Formula; SGR Paving - Local	Yes
-23820	Northern Virginia	Alexandria	236	#SGR21LP DUKE STREET EB PRIMARY EXTENSION PAVING	\$ 750,000	\$ 750,000	\$0	SGR Paving - Local	Yes
116989	Northern Virginia	Districtwide	--	#SGR21VP PM-9L-21 Primary Plant Mix	\$ 3,010,180	\$ 3,010,180	\$0	SGR Paving - VDOT	Yes
117832	Northern Virginia	Fairfax County	--	#SGR21VP PM-9A-21 Interstate Plant Mix	\$ 1,942,404	\$ 1,942,404	\$0	SGR Paving - VDOT	Yes
-24683	Northern Virginia	Loudoun County	--	W&OD Trail At-Grade Improvements	\$ 1,446,453	\$ 1,446,453	\$0	TAP	Yes
-24663	Northern Virginia	City of Manassas	--	Wellington Road Shared-Use Path Gap	\$ 843,865	\$ 843,865	\$0	TAP	Yes
-24533	Northern Virginia	Fairfax County	--	Bikeshare Expansion - Fairfax County	\$ 625,000	\$ 625,000	\$0	TAP	Yes
-24331	Northern Virginia	Town of Round Hill	--	Round Hill Greenway	\$ 1,700,000	\$ 833,333	\$866,668	TAP	No
-23720	Northern Virginia	Prince William County	--	Old Bridge SW-Oakwood to Forest Hills	\$ 1,700,000	\$ 1,700,000	\$0	TAP	Yes
-23717	Northern Virginia	Fairfax County	--	Columbia Pike Complete Streets - Phase I	\$ 975,000	\$ 975,000	\$0	TAP	Yes
-23716	Northern Virginia	Fairfax County	--	Orange Hunt ES SRTS	\$ 200,000	\$ 200,000	\$0	TAP	Yes
-23715	Northern Virginia	Fairfax County	--	Shrevewood ES SRTS	\$ 700,000	\$ 700,000	\$0	TAP	Yes
-23714	Northern Virginia	Town of Vienna	--	Bikeshare Stations	\$ 272,400	\$ 272,400	\$0	TAP	Yes
-23713	Northern Virginia	City of Fairfax	--	City of Fairfax Bike Share	\$ 421,000	\$ 421,000	\$0	TAP	Yes
-23711	Northern Virginia	City of Fairfax	--	Sager Avenue Sidewalk	\$ 530,000	\$ 530,000	\$0	TAP	Yes
-24099	Richmond	Petersburg	U000	#SGR21LP - City of Petersburg 1048 S Crater Rd	\$ 464,200	\$ 464,200	\$0	CTB Formula; SGR Paving - Local	Yes

Appendix A
Amendments to the FY2020-2025 SYIP

UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
-24098	Richmond	Petersburg	U000	#SGR21LP - City of Petersburg 1064 S Crater Rd	\$ 565,758	\$ 565,758	\$0	CTB Formula; SGR Paving - Local	Yes
-24083	Richmond	Hopewell	36	#SGR21LP - City of Hopewell 509 Oaklawn Blvd	\$ 332,665	\$ 332,665	\$0	CTB Formula; SGR Paving - Local	Yes
-24092	Richmond	Petersburg	36	#SGR21LP - City of Petersburg 1029 East Washington Street	\$ 465,824	\$ 465,824	\$0	SGR Paving - Local	Yes
-24077	Richmond	Richmond	150	#SGR21LP - City of Richmond 1230 Chippenham Pkwy S	\$ 367,462	\$ 367,462	\$0	SGR Paving - Local	Yes
-24076	Richmond	Richmond	150	#SGR21LP - City of Richmond 1229 Chippenham Parkway S	\$ 301,718	\$ 301,718	\$0	SGR Paving - Local	Yes
-24075	Richmond	Richmond	161	#SGR21LP - City of Richmond 1233 Bell Rd W	\$ 207,470	\$ 207,470	\$0	SGR Paving - Local	Yes
-24072	Richmond	Richmond	161	#SGR21LP - City of Richmond 1234 Belt Blvd N	\$ 299,910	\$ 299,910	\$0	SGR Paving - Local	Yes
-24071	Richmond	Richmond	161	#SGR21LP - City of Richmond 1254 Bells Rd E	\$ 143,295	\$ 143,295	\$0	SGR Paving - Local	Yes
-24068	Richmond	Richmond	161	#SGR21LP 127-City of Richmond 1232 Bells Rd W	\$ 178,764	\$ 178,764	\$0	SGR Paving - Local	Yes
116961	Richmond	Districtwide	--	#SGR21VP FY21 SGR Plant Mix Interstate PM4S-964-F21	\$ 6,326,055	\$ 6,326,055	\$0	SGR Paving - VDOT	Yes
117943	Richmond	City of Richmond	--	Tredegar Street	\$ 380,000	\$ 380,000	\$0	TAP	Yes
118060	Richmond	City of Richmond	--	Greene ES SRTS - Phase II	\$ 674,697	\$ 675,000	-\$303	TAP	Yes
118061	Richmond	City of Richmond	--	State Route 161 Bike - Phase I	\$ 500,000	\$ 500,000	\$0	TAP	Yes
118062	Richmond	City of Richmond	--	Brown's Island Connector - Phase III	\$ 249,923	\$ 250,000	-\$77	TAP	Yes
118063	Richmond	City of Richmond	--	Maymont Sidewalk - Phase II	\$ 430,000	\$ 430,000	\$0	TAP	Yes
118064	Richmond	City of Richmond	--	State Route 161 Bike - Phase II	\$ 499,778	\$ 50,223	\$449,556	TAP	No
118065	Richmond	Henrico County	--	Lakeside Community Trail - Phase I	\$ 1,823,840	\$ 1,296,840	\$527,000	TAP	No
118066	Richmond	Chesterfield County	--	Courthouse (Courts Complex - RT10) Trail	\$ 550,000	\$ 550,000	\$0	TAP	Yes
118067	Richmond	Chesterfield County	--	RT 1 (Gettings - Dwight) SW/Bike Project	\$ 575,000	\$ 23,905	\$551,095	TAP	No
118068	Richmond	Chesterfield County	--	Pedestrian HAWK Signal at RT 1 & Marina	\$ 475,000	\$ 476,000	-\$1,000	TAP	Yes
118069	Richmond	Town of Lawrenceville	--	Heritage Trail Park Trailhead Ramp	\$ 589,765	\$ 589,765	\$0	TAP	Yes
118070	Richmond	Town of Lawrenceville	--	Sharp Street Improvements	\$ 642,651	\$ 642,651	\$0	TAP	Yes
118071	Richmond	City of Colonial Heights	--	Colonial Heights High School Sidewalks	\$ 710,844	\$ 710,844	\$0	TAP	Yes
118091	Richmond	Henrico County	--	Lakeside Community Trail - Phase II	\$ 2,971,330	\$ 2,374,330	\$597,000	TAP	No
-24195	Salem	Roanoke	U000	#SGR21LP - Roanoke FKEY 1370 Riverland Rd SE	\$ 251,977	\$ 251,977	\$0	CTB Formula; SGR Paving - Local	Yes

**Appendix A
Amendments to the FY2020-2025 SYIP**

UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
-24172	Salem	Roanoke	U000	#SGR21LP - Roanoke FKEY 1364 Hollins Rd NE	\$ 428,670	\$ 428,670	\$0	CTB Formula; SGR Paving - Local	Yes
-24088	Salem	Radford	U000	#SGR21LP - Radford FKEY 1168 W Main St	\$ 170,029	\$ 170,029	\$0	CTB Formula; SGR Paving - Local	Yes
-24081	Salem	Pulaski	99	#SGR21LP - Pulaski FKEY 1145 E Main St	\$ 172,445	\$ 172,445	\$0	CTB Formula; SGR Paving - Local	Yes
-24080	Salem	Pulaski	1	#SGR21LP - Pulaski FKEY 1144 W Main St	\$ 155,815	\$ 155,815	\$0	CTB Formula; SGR Paving - Local	Yes
-24079	Salem	Pulaski	11	#SGR21LP - Pulaski FKEY 1153 Lee Hwy	\$ 213,310	\$ 213,310	\$0	CTB Formula; SGR Paving - Local	Yes
-24078	Salem	Pulaski	99	#SGR21LP - Pulaski FKEY 1142 Randolph Ave	\$ 274,341	\$ 274,341	\$0	CTB Formula; SGR Paving - Local	Yes
-24634	Salem	Districtwide	81	#81CIP Detour Improvements - Christiansburg, Radford, Pulaski	\$ 4,700,000	\$ 4,700,000	\$0	Interstate Corridor Funds	Yes
117972	Salem	Districtwide	81	#81CIP Detour Improvements - Cities of Salem and Roanoke	\$ 2,800,000	\$ 2,800,000	\$0	Interstate Corridor Funds	Yes
118034	Salem	Districtwide	81	#81CIP Detour Improvements - Signal Communications Salem District	\$ 450,000	\$ 450,000	\$0	Interstate Corridor Funds	Yes
-24198	Salem	Martinsville	U000	#SGR21LP - Martinsville FKEY 648 S Memorial Blvd	\$ 295,000	\$ 295,000	\$0	SGR Paving - Local	Yes
-24194	Salem	Roanoke	U000	#SGR21LP - Roanoke FKEY 1366 Plantation Rd NE	\$ 738,063	\$ 738,063	\$0	SGR Paving - Local	Yes
-24191	Salem	Roanoke	U000	#SGR21LP - Roanoke FKEY 1364 Hollins Rd NE	\$ 77,889	\$ 77,889	\$0	SGR Paving - Local	Yes
-24062	Salem	Christiansburg	11/460	#SGR21LP - Christiansburg FKEY 2437 Roanoke St	\$ 951,911	\$ 951,911	\$0	SGR Paving - Local	Yes
116990	Salem	Districtwide	--	#SGR21VP FY21 Plant Mix Districtwide Primaries	\$ 8,030,000	\$ 8,030,000	\$0	SGR Paving - VDOT	Yes
117992	Salem	City of Radford	--	East Main Street Sidewalk Improvements - Radford	\$ 476,924	\$ 476,924	\$0	TAP	Yes
117993	Salem	Town of Pulaski	--	W. Main Pedestrian Improvements North - Pulaski	\$ 577,851	\$ 577,851	\$0	TAP	Yes
117994	Salem	City of Roanoke	--	9th Street Multimodal Improvements	\$ 625,000	\$ 625,000	\$0	TAP	Yes
117995	Salem	Town of Vinton	--	Glade Creek Greenway Phase 2B	\$ 475,247	\$ 476,000	-\$753	TAP	Yes
117996	Salem	Town of Pulaski	--	W. Main Pedestrian Improvements South - Pulaski	\$ 486,051	\$ 486,051	\$0	TAP	Yes
117997	Salem	Town of Christiansburg	--	N. Franklin/Wades Ped Improvements	\$ 209,716	\$ 209,716	\$0	TAP	Yes
117998	Salem	Town of Christiansburg	--	S. Franklin/First Ped Improvements	\$ 203,293	\$ 203,293	\$0	TAP	Yes

Appendix A
Amendments to the FY2020-2025 SYIP

UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
-24611	Staunton	Warren County	81	#81CIP Detour Improvements - Exits 300 and 313	\$ 2,950,000	\$ 2,950,000	\$0	Interstate Corridor Funds	Yes
-24600	Staunton	Augusta County	81	#81CIP Detour Improvements - Exits 220, 225, 227, 235	\$ 4,000,000	\$ 4,000,000	\$0	Interstate Corridor Funds	Yes
117944	Staunton	Frederick County	81	#81CIP Detour Improvements - Exits 310 and 317	\$ 900,000	\$ 900,000	\$0	Interstate Corridor Funds	Yes
116962	Staunton	Staunton	--	#SGR21LP SUNNYSIDE STREET	\$ 154,576	\$ 154,576	\$0	SGR Paving - Local	Yes
116963	Staunton	Luray	340	#SGR21LP ROUTE 340 PRIMARY EXTENSION PAVING	\$ 50,540	\$ 50,540	\$0	SGR Paving - Local	Yes
116964	Staunton	Luray	340	#SGR21LP ROUTE 340 PRIMARY EXTENSION PAVING	\$ 15,890	\$ 15,890	\$0	SGR Paving - Local	Yes
116965	Staunton	Luray	--	#SGR21LP WEST MAIN STREET PRIMARY EXTENSION PAVING	\$ 260,770	\$ 260,770	\$0	SGR Paving - Local	Yes
116966	Staunton	Luray	340	#SGR21LP ROUTE 340 PRIMARY EXTENSION PAVING	\$ 105,440	\$ 105,440	\$0	SGR Paving - Local	Yes
116967	Staunton	Luray	340	#SGR21LP ROUTE 340 PRIMARY EXTENSION PAVING	\$ 54,230	\$ 54,230	\$0	SGR Paving - Local	Yes
116968	Staunton	Luray	--	#SGR21LP EAST MAIN STREET PRIMARY EXTENSION PAVING	\$ 33,170	\$ 33,170	\$0	SGR Paving - Local	Yes
116970	Staunton	Clifton Forge	--	#SGR21LP RIDGEWAY STREET WEST PRIMARY EXTENSION PAVING	\$ 495,626	\$ 495,626	\$0	SGR Paving - Local	Yes
116975	Staunton	Shenandoah County	--	#SGR21VP Edinburg Res. Plant Mix Schedule (PM-8M-21)	\$ 2,914,336	\$ 2,914,336	\$0	SGR Paving - VDOT	Yes
116976	Staunton	Rockingham County	--	#SGR21VP Harrisonburg Res. Plant Mix Schedule (PM-8N-21)	\$ 3,539,752	\$ 3,539,752	\$0	SGR Paving - VDOT	Yes
116977	Staunton	Rockingham County	--	#SGR21VP Harrisonburg Res. Plant Mix Schedule (PM-8O-21)	\$ 1,337,321	\$ 1,337,321	\$0	SGR Paving - VDOT	Yes
116979	Staunton	Augusta County	--	#SGR21VP Harrisonburg Res. Plant Mix Schedule (PM-8Q-21)	\$ 925,263	\$925,263	\$0	SGR Paving - VDOT	Yes
116853	Staunton	Town of Berryville	--	Mosby Boulevard Sidewalk Connectivity	\$ 154,191	\$ 154,191	\$0	TAP	Yes
116854	Staunton	Town of Woodstock	--	Rte. 11 Main Street Bike Ped Connections	\$ 678,875	\$ 444,255	\$234,620	TAP	No
116855	Staunton	Town of Elkton	--	North Stuart Avenue Sidewalk Extension	\$ 484,011	\$ 484,011	\$0	TAP	Yes
116856	Staunton	Rockingham County	--	Garbers Church Rd Bike/Buggy Lane	\$ 2,036,303	\$ 350,000	\$1,686,303	TAP	No
116857	Staunton	Town of Timberville	--	Route 800 Pedestrian Access Improvements	\$ 385,945	\$ 385,945	\$0	TAP	Yes
116858	Staunton	City of Winchester	--	Boscawen Street Pedestrian Mall	\$ 2,504,100	\$ 312,500	\$2,191,600	TAP	No
116859	Staunton	Town of Bridgewater	--	Riverwalk - Phase II	\$ 271,085	\$ 271,085	\$0	TAP	Yes
116860	Staunton	City of Harrisonburg	--	Federal Street Path Block 2	\$ 539,973	\$ 539,975	\$0	TAP	Yes
118077	Staunton	City of Waynesboro	--	South River Greenway - Phase IV	\$ 772,896	\$ 412,500	\$360,396	TAP	No
					\$ 155,516,892	\$ 144,759,160	\$ 10,757,732		



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: FY20-25 Six-Year Improvement Program Transfers for August 22, 2020 through September 18, 2020

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

WHEREAS, Item 430 O.1 of Chapter 1289 of the 2020 Acts of Assembly provides that notwithstanding § 33.2-214, the Six-Year Improvement Program adopted June 19, 2019, and as amended shall remain in effect through June 30, 2021, or until a new Six-Year Improvement Program is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic; and

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

Resolution of the Board

FY20-25 Six-Year Improvement Program Transfers for August 22, 2020 through September 18, 2020

October 20, 2020

Page 2 of 2

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

WHEREAS, the Board directed that (a) the Commissioner shall notify the Board on a monthly basis should such transfers or allocations be made; and (b) the Commissioner shall bring requests for transfers of allocations exceeding the established thresholds to the Board on a monthly basis for its approval prior to taking any action to record or award such action; and

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

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

#####

CTB Decision Brief

FY2020-2025 Six-Year Improvement Program Transfers For August 22, 2020 through September 18, 2020

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

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

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

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

Item 430 O.1 of Chapter 1289 of the 2020 Acts of Assembly provides that notwithstanding § 33.2-214, the Six-Year Improvement Program adopted June 19, 2019, and as amended shall remain in effect through June 30, 2021, or until a new Six-Year Improvement Program is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic.

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from August 22, 2020 through September 18, 2020 is attached.

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

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

Decision Brief

FY20-25 Six-Year Improvement Program Transfers for August 22, 2020 through September 18, 2020

October 20, 2020

Page 2 of 2

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
1	Bristol	INSTALL GUARDRAIL UPGRADES - RTE 67 TAZEWELL CO, INSTALL GUARDRAIL UPGRADES - ROUTE 16 TAZWELL CO, ROUTE 82 - ADD LEFT TURN LANE, INSTALL GUARDRAIL - ROUTE 82 RUSSELL CO, INSTALL GUARDRAIL - ROUTE 615 RUSSELL CO, SAFETY IMPROVEMENTS - ROUTE 16 - TAZEWELL CO., SAFTEY IMPROVEMENTS - RTE 615 RUSSELL CO	117770, 117771, 117769, 117772, 117773, 117768, 117767	Bristol	SAFETY PRESCOPING FOR HIGH RISK RURAL ROAD PROJECTS-BRISTOL	113229	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$519,740	\$1,447,820	\$1,447,820	36%	Transfer of surplus funds recommended by District and Traffic Engineering Division from scheduled projects to an underway project.
3	Bristol	CFX - DOE BRANCH VDOT OVERSIGHT, CFX 121/460 Corridor Q, Corridor Q - 460 Connector Phase II Finish Grade, Intersection/Hawk's Nest Oversight, , Corridor Q 121/460 Intersection, CFX - Hawks Nest - VDOT oversight	100467, 100520, 100708, 117789, 90096	Bristol	121/460 Corridor Q Intersection/Hawk's Nest Finish Grade	117807	Appalachian Federal Development - Primary : Bristol (CNF282), Bond Proceeds - Capital Projects Revenue (CNB267), NHPP APD State Match (CS1301), Non-Interstate NHS - Primary : Bristol (CNF078), Non-Interstate NHS Match - Primary : Bristol (CNB044), Other State Match - Bristol (CNS471), Primary Formula - State : Bristol (CNS472), State Match - APD (CNS282), STP <5K (CF2700), STP <5K Soft Match (CF2701), STP 5-200K (CF2600), STP 5-200K Soft Match (CF2601)	\$13,277,564	\$13,277,564	\$13,277,564	100%	Transfer of surplus funds recommended by District from scheduled and underway projects to fund a scheduled project.
4	Hampton	FERRY BOAT PROGRAM BALANCE ENTRY	110839	Hampton Roads	REPLACE FERRY BOAT POCAHONTAS ENGINES AND DRIVE SYSTEMS	108490	Ferry Boat Program - Federal; Ferry Boat Program - Softmatch	\$1,756,031	\$4,380,285	\$5,534,553	40%	Transfer of surplus funds recommended by District from the Ferry Boat Program Balance Entry line item to fund a scheduled project.
2	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	WRONG WAY MITIGATION AT RAMPS - DISTRICTWIDE	113867	Open Container Funds - Statewide (CNF221)	\$145,224	\$373,024	\$227,800	39%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
A	Hampton Roads	Chesapeake Battlefield Blvd. FYA	108791	Hampton Roads	Chesapeake Portsmouth Blvd/Taylor Road FYA	108789	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$12,000	\$149,770	\$149,770	8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to an underway project.
B	Hampton Roads	#SGR Hampton Roads-VDOT SGR Bridge-Balance Entry	T13919	Hampton Roads	#SGR18VB - CN for RT 671 over Nottoway River	108976	SGR Bridge State (SSB700)	\$147,102	\$7,444,407	\$7,297,305	2%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the district SGR VDOT Bridge Balance Entry line item from a scheduled project to an underway project.
C	Hampton Roads	Buckner Boulevard Shared-Use Path	106154	Hampton Roads	Independence Boulevard and Baxter Road Sidewalk	109053	Local Funds for Enhancement Projects (NPL206), TAP >200K : Hampton Roads (CF6M30)	\$18,385	\$1,549,868	\$1,549,868	1%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to an underway project.
D	Hampton Roads	Buckner Boulevard Shared-Use Path	106154	Hampton Roads	West Great Neck Sidewalk	109055	Local Funds for Enhancement Projects (NPL206), TAP >200K : Hampton Roads (CF6M30)	\$95,095	\$887,047	\$887,047	11%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to an underway project.
E	Richmond	SYSTEMIC UNSIGNALIZED INTERSECTION TREATMENTS - DISTRICTWIDE	107045	Richmond	RTE 637 - CONSTRUCT ROUNDABOUT	106197	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$594,702	\$3,994,702	\$3,994,702	15%	Transfer of surplus funds recommended by District and Traffic Engineering Division from an underway project to fund an underway project.



COMMONWEALTH of VIRGINIA

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Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: Seconded By: Action:

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

WHEREAS, on March 27, 2020, President Donald J. Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law; and,

WHEREAS, the CARES Act provides for \$25 billion in federal transit assistance to support capital, operating, and other expenses to prevent, prepare for and respond to COVID-19; and,

WHEREAS, the CARES Act provides this assistance at a 100% federal share of qualifying expenditures, requiring no state or local matching funds; and

WHEREAS, the Federal Transit Administration apportioned \$51,377,174, to Virginia in CARES Act funding through the Section 5311 Rural formula which is available to the Department of Rail and Public Transportation for sub-allocation to eligible transit agencies; and,

WHEREAS, the Federal Transit Administration apportioned \$1,150,000 to Virginia in CARES Act funding through Appalachian Development Public Transportation Assistance Program (ADTAP) formula which is available to the Department of Rail and Public Transportation for sub-allocation to eligible transit agencies; and

WHEREAS, the Department of Rail and Public Transportation is monitoring the responses of all Virginia transit agencies and the costs and financial impacts of the COVID-19 response are not yet known; and

Resolution of the Board

Addition of a Public Transportation Project to the Six-Year Improvement Program for Fiscal Years 2020-2025 for the COVID-19 Pandemic Response and Mitigation

October 20, 2020

Page 2 of 2

WHEREAS, the Department of Rail and Public Transportation has determined the need to allocate the balance of available CARES and ADTAP funding to advance critical capital projects and fulfill operating expenses that have been delayed due to the impacts of COVID-19; and

NOW THEREFORE BE IT RESOLVED, the Board authorizes the allocation of Section 5311 CARES Act funding in the amount of \$17,334,126 in Section 5311 CARES Act funding to qualifying rural transit agencies for critical capital and operating needs in accordance with the allocation shown on Attachment A.

NOW THEREFORE BE IT RESOLVED, the Board authorizes the allocation of Appalachian Development Public Transportation Assistance Program ADTAP/CARES Act funding of \$1,150,000 to qualifying rural transit agencies for critical capital needs in accordance with the allocation shown on Attachment A.

####

CTB Decision Brief

Addition of Public Transportation Projects to the Six-Year Improvement Program for Fiscal Years 2020-2025 for the Allocation of CARES Act Funding

Issue:

On March 27, 2020, President Donald J. Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act in law. The CARES Act provides for \$25 billion in federal transit assistance to support capital, operating, and other expenses to prevent, prepare for and respond to COVID-19. The CARES Act provides this at a 100% federal share of qualifying expenditures, requiring no state or local matching funds.

Facts:

The Federal Transit Administration apportioned a total of \$456,399,069 for public transportation under the CARES Act. The CARES Act provides funding at a 100% federal share, requiring no state or local matching funds. Of this amount, \$47,205,359 was apportioned directly to small urban transit agencies under the Section 5307 formula. The Commonwealth is responsible for approving the distribution of these funds to the small urban transit agencies. Virginia's large urban transit agencies were apportioned \$356,666,536 directly from the Federal Transit Administration and no CTB action is required in order for these agencies to receive the CARES Act funding.

The Section 5311 CARES Act funding of \$51,377,174, as well as the Appalachian Development Public Transportation Assistance (ADTAP) of \$1,150,000, was apportioned to the Department of Rail and Public Transportation for sub-allocation to rural transit agencies and to support intercity bus. DRPT generally makes these sub-allocations as part of the Six Year Improvement Program process.

The agencies eligible to receive Section 5311 and ADTAP funding assistance are typically smaller agencies, serving rural populations around the Commonwealth. Throughout the pandemic, these agencies have supported not only essential trips, but meal and grocery delivery to high-risk populations. The vehicles that these agencies operate have a useful life of 4 years, so continued delay in authorizing funding for replacement vehicles can impact service reliability and overall state of good repair. Funding these assets with CARES Act funding at 100%, reduces the burden on transit agencies and local governments to continue providing critical services.

DRPT recommends that the balance of the CARES Act funding - \$17,334,126 of Section 5311 CARES Act and \$1,150,000 of ADTAP CARES Act funding are programmed to address critical transit agency capital and operating needs in accordance with Attachment A.

Recommendation: DRPT recommends that the CTB approve the addition of the CARES Act Section 5311 and Appalachian Development Public Transportation Assistance program funding

to the FY20-25 Six Year Improvement Program and the allocation of a total of \$18,484,125 in CARES Act funding as follows:

- \$9,655,957, of the available Section 5311 CARES Act apportionment, to provide additional operating assistance to Virginia's rural transit agencies
- \$6,931,101, of the available Section 5311 CARES Act apportionment, to provide immediate capital assistance to Virginia's rural transit agencies
- \$1,150,000, of the available ADTAP CARES Act apportionment, to provide immediate capital assistance to Virginia's rural transit agencies in the Appalachian region
- \$747,068, of the available Section 5311 CARES Act apportionment, to provide demonstration project assistance to support new service to provide access to jobs and essential services.

Action Required by CTB: Approve the amendment of the FY20-25 Six Year Improvement Program and allocation of CARES Act funding.

Options: Approve, Deny, or Defer.

FY21 Capital Allocation			Total	\$ 5,522,796	\$ 1,408,305	\$ 1,150,000
Applicant	Item	Project Type	Tier	Total 5311 CARES SGR	Total 5311 CARES Min	Total ADTAP CARES
AASC / Four County Transit	Body On Chassis, 4 years/100,000 miles (9)	State of Good Repair	1	\$ 38,000		\$ 736,000
District Three Governmental Cooperative	Support Vehicle	State of Good Repair	1	\$ 35,000		
District Three Governmental Cooperative	Body On Chassis, 4 years/100,000 miles (4)	State of Good Repair	1	\$ 392,000		
District Three Governmental Cooperative	Vision/Reaction Testing Machine	Minor	2		\$ 9,500	
Mountain Empire Older Citizens, Inc.	Body On Chassis, 4 years/100,000 miles (6)	State of Good Repair	1			\$ 414,000
Mountain Empire Older Citizens, Inc.	Mobility Manager	Minor	1		\$ 53,120	
Town of Bluefield-Graham Transit	Body On Chassis, 4 years/100,000 miles	State of Good Repair	1	\$ 67,000		
JAUNT, Inc.	Bus 25'-30', Light-duty, 5 years/150,000 miles (9)	State of Good Repair	1	\$ 861,750		
JAUNT, Inc.	Support Vehicle (3)	State of Good Repair	1	\$ 115,000		
JAUNT, Inc.	Support Vehicle	State of Good Repair	1	\$ 30,000		
JAUNT, Inc.	Bus 25'-30', Light-duty, 5 years/150,000 miles (13)	State of Good Repair	1	\$ 1,244,750		
JAUNT, Inc.	Rehab/Renovation of Maint Facility	Minor	2		\$ 75,000	
JAUNT, Inc.	Rehab/Renovation of Admin/Maint Facility	Minor	2		\$ 55,000	
JAUNT, Inc.	Surveillance / Security Equipment	Minor	2		\$ 117,362	
JAUNT, Inc.	ADP Hardware	Minor	2		\$ 8,026	
JAUNT, Inc.	Spare Parts (6)	Minor	2		\$ 48,000	
JAUNT, Inc.	ADP Hardware	State of Good Repair	1	\$ 51,000		
JAUNT, Inc.	Bus 25'-30', Light-duty, 5 years/150,000 miles (6)	State of Good Repair	1	\$ 574,500		
JAUNT, Inc.	ADP Hardware (4)	State of Good Repair	1	\$ 6,800		
JAUNT, Inc.	ADP Hardware (16)	Minor	2		\$ 60,320	
JAUNT, Inc.	Mobility Manager	Minor	2		\$ 84,431	
Bay Aging	ADP Hardware (6)	State of Good Repair	1	\$ 9,000		
Bay Aging	Passenger Shelters (Bus Shelters) (3)	Minor	2		\$ 38,298	
Bay Aging	Raised Roof Van, 4 years/100,000 miles (2)	Minor	2		\$ 141,736	
Bay Aging	Rehab/Renovation of Admin/Maint Facility	Minor	2		\$ 100,000	
Bay Aging	Body On Chassis, 4 years/100,000 miles (3)	State of Good Repair	1	\$ 237,636		
Bay Aging	Body On Chassis, 4 years/100,000 miles (2)	State of Good Repair	1	\$ 201,726		
Bay Aging	Body On Chassis, 4 years/100,000 miles	State of Good Repair	1	\$ 70,292		
Bay Aging	Mobility Manager	Minor	2		\$ 109,703	
STAR Transit	Passenger Shelters (Bus Shelters)	Minor	2		\$ 10,000	
STAR Transit	Surveillance / Security Equipment	Minor	2		\$ 40,000	
STAR Transit	Bus 25'-30', Medium-duty, 7 years/200,000 miles (2)	State of Good Repair	1	\$ 200,000		
STAR Transit	Rehab/Renovation of Admin/Maint Facility	Minor	2		\$ 10,000	
STAR Transit	Rehab/Renovation of Yards & Shops	Minor	2		\$ 100,000	
Town of Chincoteague	Bus Trolley	State of Good Repair	1	\$ 165,650		
Danville Transit System	Rehabilitate flooring for Transfer Center Facility	Minor	2		\$ 12,000	
Danville Transit System	Support Vehicle	State of Good Repair	1	\$ 40,000		

Danville Transit System	ADP Hardware (12)	State of Good Repair	1	\$ 13,470		
Farmville Area Bus	Shop Equipment	Minor	2		\$ 4,500	
Farmville Area Bus	Rehab/Renovation of Admin Building	Minor	2		\$ 10,500	
Farmville Area Bus	Route Signage (Bus Stop Signs) (50)	State of Good Repair	1	\$ 2,300		
Town of Altavista	Bus Trolley	State of Good Repair	1	\$ 77,600		
Town of Altavista	Radios (2)	Minor	2		\$ 3,500	
Lake Country Area Agency on Aging	Raised Roof Van, 4 years/100,000 miles	State of Good Repair	1	\$ 35,000		
Town Of Blackstone/ Blackstone Area Bus System	Passenger Shelters (Bus Shelters) (7)	Minor	2		\$ 52,500	
Town Of Blackstone/ Blackstone Area Bus System	Route Signage (Bus Stop Signs) (20)	Minor	2		\$ 2,000	
Town Of Blackstone/ Blackstone Area Bus System	Rehab/Renovation of Admin/Maint Facility	Minor	2		\$ 8,800	
Town Of Blackstone/ Blackstone Area Bus System	Body On Chassis, 4 years/100,000 miles	State of Good Repair	1	\$ 80,000		
Virginia Regional Transit	Spare Parts (2)	Minor	2		\$ 12,000	
Virginia Regional Transit	Body On Chassis, 4 years/100,000 miles	Minor	2		\$ 85,000	
Virginia Regional Transit	Body On Chassis, 4 years/100,000 miles (3)	State of Good Repair	1	\$ 252,000		
Virginia Regional Transit	Support Vehicle	State of Good Repair	1	\$ 45,000		
Virginia Regional Transit	Rehab/Renovation of Yards & Shops	Minor	2		\$ 45,000	
Virginia Regional Transit	Shop Equipment (2)	Minor	2		\$ 10,000	
Pulaski Area Transit	Body On Chassis, 4 years/100,000 miles (2)	State of Good Repair	1	\$ 140,000		
Pulaski Area Transit	Install Fencing, gate and barb wire to secure bus lo	Minor	2		\$ 15,000	
Pulaski Area Transit	Mobility Manager	Minor	2		\$ 48,259	
RADAR UHSTS	Body On Chassis, 4 years/100,000 miles (7)	State of Good Repair	1	\$ 490,000		
RADAR UHSTS	ADP Hardware	State of Good Repair	1	\$ 17,322		
RADAR UHSTS	Surveillance / Security Equipment	State of Good Repair	1	\$ 30,000		
Central Shenandoah Planning District Commission	Fare Collection Equipment (Fareboxes)	Minor	2		\$ 38,750	
Central Shenandoah Planning District Commission	Shop Equipment	Minor	2			

FY21 Demonstration Program Grants

		Project Cost	Revenues	Local Funds Required	CARES Funds (80%)
		\$ 1,031,241	\$ 97,407	\$ 186,766	\$ 747,068
Recipient	Project Name	Project Cost	Revenues	Local Funds Required	CARES Funds (80%)
Central Shenandoah Planning District Commission	Afton Express	\$ 558,974	\$ 74,407	\$ 96,913	\$ 387,654
N. Shenandoah Valley Reg. Commission	Shenandoah County Transportation Program	\$ 472,267	\$ 23,000	\$ 89,853	\$ 359,414

CARES Operating

\$ 9,655,957

District	Recipient	Allocation of Remaining CARES
Bristol	AASC / Four County Transit	\$627,129
Bristol	District Three Governmental Cooperative	\$692,272
Bristol	Mountain Empire Older Citizens, Inc.	\$621,344
Bristol	Town of Bluefield-Graham Transit	\$112,552
Hampton Roads	Greensville County	\$55,394
Hampton Roads	STAR Transit	\$358,065
Hampton Roads	Town of Chincoteague	\$29,582
Hampton Roads	Williamsburg Area Transit Authority	\$226,137
Lynchburg	Danville Transit System	\$864,490
Lynchburg	Farmville Area Bus	\$259,070
Lynchburg	Town of Altavista	\$35,826
Salem	Greater Roanoke Transit Company	\$431,246
Salem	Pulaski Area Transit	\$205,143
Staunton	Central Shenandoah Planning District Commission	\$181,600
Multi-District	Bay Aging	\$1,073,316
Multi-District	JAUNT, Inc.	\$1,837,164
Multi-District	Lake Country Area Agency on Aging	\$55,551
Multi-District	Town Of Blackstone/ Blackstone Area Bus System	\$156,387
Multi-District	Virginia Regional Transit	\$1,377,073
Multi-District	RADAR UHSTS	\$456,616



COMMONWEALTH of VIRGINIA

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Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: Seconded By: Action:

Title: Washington Metropolitan Area Transit Authority (WMATA) Annual Reporting – Fiscal Year 2020

WHEREAS, Section 33.2-1526.1 of the *Code of Virginia*, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, restructured the Commonwealth Mass Transit Fund so that 53.5 percent of its funds shall be annually allocated to NVTC for distribution to WMATA on behalf of its local jurisdictions for capital purposes and operating assistance (“Commonwealth Mass Transit Fund WMATA Allocation”), as determined by NVTC; and

WHEREAS, the enactment clauses of Chapter 854 of the 2018 Virginia Acts of Assembly required the Commonwealth Transportation Board to withhold funding available to WMATA pursuant to Section 33.2-1526.1(C)(3) of the *Code of Virginia* Allocation under the following conditions:

1. The first enactment clause requires that, in any year that the total Virginia operating assistance in the approved WMATA budget increases by more than 3 percent from the total operating assistance in the prior year's approved WMATA budget, the Board shall withhold an amount equal to 35 percent of the funds available. The following items shall not be included in the calculation of any WMATA budget increase: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board before or after the effective date of this provision; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.
2. The seventh enactment clause requires the CTB to withhold 20 percent of the funds available if (i) any alternate directors participate or take action at an official WMATA

Board meeting or committee meeting as Board directors for a WMATA compact member when both directors appointed by that same WMATA Compact member are present at the WMATA Board meeting or committee meeting or (ii) the WMATA Board of Directors has not adopted bylaws that would prohibit such participation by alternate directors.

3. The eighth enactment clause requires that, beginning July 1, 2019, the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has adopted a detailed capital improvement program covering the current fiscal year and, at a minimum, the next five fiscal years, and at least one public hearing on such capital improvement program has been held in a locality embraced by the NVTC; and (ii) WMATA has adopted or updated a strategic plan within the preceding 36 months, and at least one public hearing on such plan or updated plan has been held in a locality embraced by the NVTC. The first strategic plan adopted to comply with such requirements shall include a plan to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017.

WHEREAS, the Commonwealth Transportation Board approved policy and guidelines to implement the enactment clauses by resolution of the Board on September 18, 2018; and

WHEREAS, the Virginia Department of Rail and Public Transportation has completed a review of WMATA's compliance with such requirements, in consultation with the Office of the Attorney General, and has presented their findings to the Board; and

NOW THEREFORE, BE IT RESOLVED that the Board hereby adopts the following findings relative to WMATA's compliance for Fiscal Year 2020:

3% Cap on Growth in Total Virginia Operating Assistance (Enactment Clause 1 of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. WMATA has met the requirements of the statute and Board policy for FY2020.
2. No enforcement action to be taken for FY2020.

Participation by Alternate Directors of the WMATA Board (Enactment Clause 7 of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. WMATA has met the requirements of the statute and Board policy for FY2020.
2. No enforcement action to be taken for FY2020.

Adoption of a Detailed Capital Improvement Program (Enactment Clause 8(i) of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. WMATA has met the minimum requirements for compliance with the statute and CTB policy.
2. No enforcement action to be taken for FY2020.

Adoption or Update of a Strategic Plan (Enactment Clause 8(ii) of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. WMATA has met the minimum requirements for compliance with the statute and CTB policy.
2. WMATA approved an existing strategic plan, Keeping Metro Safe, Reliable & Accessible on March 28, 2019.
3. The strategic plan was developed internally by WMATA staff with limited input from the Board or jurisdictions.
4. Board policy requires an update every 36 months. The next strategic plan is currently due in 2022.
5. No enforcement action to be taken for FY2020.

#####

CTB Decision Brief

Title: Washington Metropolitan Area Transit Authority (WMATA) Annual Reporting – Fiscal Year 2020

Issue: In accordance with the CTB Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA) that was approved by the CTB on September 18, 2018, WMATA must provide notifications to DRPT by July 1 of each year regarding its compliance with four specific legislative and CTB policy requirements. DRPT is required to analyze the information received from WMATA and present to the CTB, in September of each year (beginning in 2019), a recommendation on enforcement actions, if any, that are required to be taken by the CTB policy. A resolution approving DRPT's recommendations as presented is required.

Facts: WMATA provided the required notifications for FY 2020 actions to DRPT in two separate letters dated June 24 and July 1, 2020. DRPT staff reviewed and analyzed the information received from WMATA and DRPT Director Jennifer Mitchell presented DRPT's findings and recommendations to the CTB at its workshop on September 15, 2020. The four specific legislative and CTB Policy requirements that WMATA must document compliance with include the annual adoption of a detailed Capital Improvement Program (CIP), the adoption or update of a Strategic Plan at least every 36 months, a 3% cap on growth in total Virginia operating assistance from the previous fiscal year, and restrictions on the participation by Alternate Directors to the WMATA Board. WMATA must also certify that it held public hearings on the CIP and Strategic Plan prior to adoption. DRPT found that WMATA met the standards for compliance with all four legislative and CTB Policy requirements in FY 2020.

Recommendation: Based on its analysis of the required information received from WMATA, DRPT recommends that the CTB take no enforcement actions against WMATA related to its FY 2020 compliance with the 2018 CTB Policy and legislative requirements. DRPT will continue to be actively involved in the development of WMATA's annual budgets and CIPs to ensure compliance with the statute and CTB Policy. DRPT will make advisory comments to WMATA related to the development of its next CIP and Strategic Plan as described in the presentation to the CTB on September 15, 2020.

Action Required by CTB: Approval of the attached resolution requesting WMATA initiate a Strategic Plan update during FY 2021 and certifying that the CTB will take no enforcement actions against WMATA related to its FY 2020 compliance with the 2018 CTB Policy and legislative requirements.

Options: Approve, Deny or Defer.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: Secoded By:

Action:

Title: Rail Industrial Access – ARREFF Terminals, Inc.

WHEREAS, funding is provided by the General Assembly for Industrial, Airport, and Rail Access projects; and

WHEREAS, Section 33.2-1600 of the *Code of Virginia* declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial commercial sites where rail freight service is or may be needed by new or substantially expanded industry; and

WHEREAS, ARREFF Terminals, Inc. has submitted an application for Rail Industrial Access (“RIA”) grant funds in the amount of \$450,000 toward their Phase 2 rail expansion, which will construct 1,250 feet of track to serve a facility in the City of Norfolk located next to Virginia International Terminals, and located on property owned by the Port of Virginia (“Project”); and

WHEREAS, ARREFF Terminals, Inc. has previously received RIA grant funds in the amount of \$140,00 for Phase 1 covering rehabilitation of rail track at its facility in Norfolk; and

WHEREAS, the Commonwealth Transportation Board (“Board”) Policy limits RIA grant funds to \$450,000 per project; and

WHEREAS, the Department of Rail recommends a grant award of \$310,000 for Phase 2 of the ARREFF rail expansion to align the total grant award between Phase 1 and Phase 2 with CTB policy for the RIA Program; and

WHEREAS, the Department of Rail and Public Transportation (“DRPT”) has evaluated Phase 2 of the project in accordance with the Board’s RIA policy and, because the Project scores 61 points, has recommended approval of the Project; and

WHEREAS, the City of Norfolk, Virginia has, by resolution dated May 26, 2020, shown support for the application of up to \$550,000 in RIA funds for assistance in expanding track facilities to serve the proposed ARREFF Terminals, Inc. facility located in the City of Norfolk; and

WHEREAS, Norfolk and Portsmouth Belt Line Railroad, by letter dated May 13, 2020 has indicated its support for the Project and has agreed to serve the facility; and

WHEREAS, the funding request falls within the intent of Section 33.2-1600, and because the Project is in accordance with the provisions of the Board’s policy on the use of RIA funds, funding may be allocated to this Project; and

WHEREAS, the Board believes that this Project is for the common good of a region of the Commonwealth and serves a public purpose;

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$310,000 of the RIA Fund be provided to construct approximately 1,250 linear feet of track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth.
2. All costs above the \$310,000 RIA grant must be borne by ARREFF Terminals, Inc. or sources other than those administered by DRPT.
3. Execution of an agreement acceptable to the Director of DRPT.
4. Execution of a contractual commitment by ARREFF Terminals, Inc. to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

#####

CTB Decision Brief

Rail Industrial Access Applicant

Location: City of Norfolk, Virginia

ARREFF Terminals, Inc.

Summary: ARREFF Terminals, Inc. is a transloading and bagging facility located in Portsmouth, Virginia. They have submitted an application for Rail Industrial Access grant funds in the amount of \$450,000 to construct a new rail siding at their new facility located on Norfolk International Terminals (NIT) on property owned by the Virginia Port Authority.

This project is Phase 2 of one project, which was broken into phases due to permitting restrictions on land disturbance at the construction site. CTB policy limits award of Rail Industrial Access Funds to \$450,000 per project. Since the applicant received \$140,000 towards the Phase 1 construction in FY20, DRPT is recommending \$310,000 towards the Phase 2 project (results in a total award of \$450,000 between Phase 1 and Phase 2).

This project is part of the relocation of ARREFF's bulk loading operation to Norfolk International Terminals. The rail spur is part of the \$3M capital investment to grow their export of agricultural products through transloading from rail cars to ocean containers. The total capital investment was only counted towards the initial application; the second application did not utilize the \$3M capital investment in the scoring process. Both applications score independent carload commitments and employment and still obtained the 50 points necessary for a staff recommendation to the CTB for action.

- The first application scored 60 points. Applicant provided a 30% match of \$42,000, and must run at least 201 carloads in a year during performance.
- The second application scored 61 points. Applicant will provide a 52% match of \$333,000, and must run a minimum of 10 new cars above the 201 carload commitment of the first application in a year of performance.

The rail spur combined with new unloading/loading equipment will allow the company to handle more rail cars (1,500 annual carloads planned on their phase 1 rail spur rehabilitation and an additional 300 new annual carloads planned with their phase 2 new rail spur construction).

The company currently has 12 employees at the new facility, and intends to hire 4 more people as part of the Phase 2 expansion at NIT. Norfolk Portsmouth Belt Line Railroad will provide rail service to the site via NS tracks that lead to NIT, and provide service directly to the customer over privately owned tracks inside NIT.

- DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 61 points. Projects must reach a 50 point threshold to receive a recommendation by DRPT staff.

- The Applicant plans 300 rail carloads annually in its application.
- The minimum threshold for carloads is 10 carloads annually in addition to the 201 additional carloads required under the first grant award.
- The Applicant committed to 4 new jobs.
- The Applicant's new 1,250 foot rail siding will remove approximately 1,020 trucks from Virginia highways per year.
- Railcar versus truckload ratio for this project is approximately 14% shipping by rail of outbound agricultural products.
- Total Capital Investment in the expanded facility is estimated at \$3M million.
- Total railroad track construction cost is estimated at \$780,000.
- There will be a claw-back provision in the grant agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2020 Industrial, Airport, and Rail Access Fund

Recommendation: In accordance with the CTB Rail Industrial Access policy, DRPT recommends the Board approve the project.

Action Required by CTB: CTB policy for Rail Industrial Access requires Board action on the resolution.

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 20, 2020

MOTION

Made By: _____ Seconded By: _____

Action:

Delegation to the Commissioner of Highways or His Designee(s) Authority to Execute a Permit on Behalf of the Commonwealth Transportation Board with the National Park Service, a Federal Entity, Relating to Activities on Federal Land Relating to Joplin Road Bridge Repairs/Replacement

WHEREAS, it is frequently necessary for the Virginia Department of Transportation (VDOT) to coordinate with various federal entities, agencies and installations for rights of access, rights of way and duties relating to activities performed on or in federal lands and facilities pursuant to VDOT's transportation programs, projects and services; and

WHEREAS, such coordination and activities make it necessary for VDOT to obtain and/or enter into permits and other agreements with federal entities, agencies and installations addressing access, rights of way, conveyance of property rights and performance of duties on or in federal lands and facilities necessary to construct, maintain, operate or deliver VDOT transportation programs, projects, and services; and

WHEREAS, in order to complete an emergency repair/replacement project for the Joplin Road Bridge located along a portion of Route 619, crossing over Quantico Creek (Project), VDOT, contractors and utilities must access Prince William Forest Park property owned by the National Park Service (NPS) and VDOT is required to obtain from the NPS a permit in order to obtain the necessary access to such property; and

WHEREAS, the permit addresses the requirements and conditions applicable to activities and work that will be undertaken on Prince William Forest Park property in association with the

Resolution of the Commonwealth Transportation Board
Delegation to the Commissioner of Highways or His Designee(s) Authority to Execute a Permit
on Behalf of the Commonwealth Transportation Board with the National Park Service, a Federal
Entity, Relating to Activities on Federal Land Relating to Joplin Road Bridge
Repairs/Replacement
October 20, 2020
Page 2 of 2

Project; and

WHEREAS, § 33.2-221 (A) of the *Code of Virginia* authorizes the Commonwealth
Transportation Board (CTB) to enter into all contracts or agreements with the United States
Government; and

NOW THEREFORE, BE IT RESOLVED, that the CTB hereby approves, and
delegates to the Commissioner of Highways or his designee(s) authority to execute and/or enter
into, a permit with the National Park Service for the Joplin Road Bridge Project, as set forth in
Attachment A, with such changes, additions and renewals as the Commissioner deems
appropriate.

####

CTB Decision Brief

Delegation to the Commissioner of Highways or His Designee(s) Authority to Execute a Permit on Behalf of the Commonwealth Transportation Board with the National Park Service, a Federal Entity, Relating to Activities on Federal Land Relating to Joplin Road Bridge Repairs/Replacement

Issue: It is necessary for the Virginia Department of Transportation (VDOT) to execute/enter into a permit with the National Park Service (NPS), a bureau of the United States Department of the Interior, allowing VDOT to access and engage in activities on Prince William Forest Park property in order to perform emergency bridge repairs/replacement on the Joplin Road Bridge (Permit). VDOT seeks from the Commonwealth Transportation Board (CTB), approval of the Permit and authorization for the Commissioner of Highways or his designee(s) to execute/enter into said Permit.

Facts: The Joplin Road Bridge, located on a portion of Route 619, which crosses over Quantico Creek, requires emergency repairs to address damage incurred during floods that occurred on August 13, 2020. As a result of the damage, the bridge has been closed since August 14, 2020.

The magnitude of flooding was equivalent to a 200-year storm and the unprecedented event damaged the pier by undermining it and causing it to be unstable and unsafe. VDOT needs to replace the bridge and reconstruct the abutments on both sides. The special use permit is necessary to grant VDOT, its contractors and/or one or more utilities access to NPS property to complete the work. This critical connection serves the National Park Service, Quantico military base and the traveling public and the current detour is approximately 15 to 20 minutes.

The Permit with NPS addresses the requirements and conditions applicable to, and will govern certain activities and work undertaken on Prince William Forest Park property in association with the emergency bridge repairs.

The CTB is authorized under § 33.2-221(A) of the *Code of Virginia* to enter into contracts and agreements with the United States government.

Recommendations: VDOT recommends that the CTB approve, and delegate to the Commissioner of Highways or his designee(s) the authority to execute/enter into, a Permit with the NPS, substantively similar to the Permit attached hereto as Attachment A, with such changes, additions and renewals as the Commissioner deems appropriate.

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

Result, if Approved: The Commissioner will execute the Permit with the NPS which will allow VDOT to move forward and complete the necessary repairs to the Joplin Road Bridge.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were no comments or other input received from the public.

ATTACHMENT A—Permit: Joplin Road Bridge Repairs/Replacement

NPS Form 10-114 (Rev. 01/2017)
National Park Service



SPECIAL USE PERMIT

PRINCE WILLIAM FOREST PARK
18100 Park Headquarters Road
Triangle, VA 22172
Brendan Bonner, Permits Officer (703) 221-5845



Name Stephen C. Brich, Commissioner			
Company/Organization Virginia Department of Transportation			
Street Address 1401 East Broad Street			
City Richmond	State VA	Zip Code 23219	Country USA
Telephone Number (804)786-2917	Cell Phone Number (804)396-5210		
Fax Number			
Email Address Daniel.Boggs@VDOT.Virginia.gov			

Park Alpha Code
PRWI
Type of Use
2500
Permit #
20-01

is hereby authorized to use the following described land or facilities in Prince William Forest Park:
Specific lands abutting Virginia Route 619 in the vicinity of the Quantico Creek stream crossing, as designated in attached maps

The permit begins at 8:00 am / pm on 09/23/2020 (mm/dd/yyyy) The permit expires at 5:00 am / pm on 05/31/2021 (mm/dd/yyyy)

SUMMARY OF PERMITTED ACTIVITY: (see attached sheets for additional information and conditions)

Replacement of Virginia Route 619 highway bridge over Quantico Creek, within the Virginia Department of Transportation's prescriptive easement; cofferdam construction of bridge abutments within the stream course; hydrological management of Quantico Creek for the duration of the project, concluding with restoration of NPS-prescribed hydrological conditions; road bank reconstruction abutting prescriptive easement; placement of guardrails on reconstructed road bank; tunnel-boring from road bank to road bank beneath roadway to place utility lines underground. Utility relocation to be completed by NOVEC.
This project will involve displacement of soil, water, and plant materials. Impact upon park natural and cultural resources will be managed by the permittee so as to be minimized to the greatest degree feasible. At the end of the project, involved lands must be left in the environmental and structural conditions specified in the attached technical specifications.

Person on site responsible for adherence to the terms and conditions of the permit (include contact information)
See above

Authorizing legislation or other authority
Title 36, Code of Federal Regulations, Chapter 1, Part 7.96

APPLICATION FEE	<input type="checkbox"/> Received	Amount
	<input checked="" type="checkbox"/> Not Required	\$
PERFORMANCE BOND	<input type="checkbox"/> Required	Amount
	<input checked="" type="checkbox"/> Not Required	\$
LIABILITY INSURANCE	<input type="checkbox"/> Required	Amount
	<input checked="" type="checkbox"/> Not Required	\$
COST RECOVERY	<input type="checkbox"/> Required	Amount
	<input checked="" type="checkbox"/> Not Required	\$
LOCATION FEE	<input type="checkbox"/> Required	Amount
	<input checked="" type="checkbox"/> Not Required	\$

ISSUANCE of this permit is subject to the attached conditions. The undersigned hereby accepts this permit subject to the terms, covenants, obligations, and reservations, expressed or implied herein.

PERMITTEE Signature

Title: Commissioner

Date: _____

Authorizing NPS Official Title: Superintendent Date:

Authorizing NPS Official (additional, if required) Title: Date:

CONDITIONS OF THIS PERMIT

Failure to comply with any of the terms and conditions of this permit may result in the immediate suspension or revocation of the permit. [36 CFR 1.6(h)]

1. The permittee is prohibited from giving false information; to do so will be considered a breach of conditions and be grounds for revocation: [36 CFR 2.32(a)(3)].
2. This permit may not be transferred or assigned without the prior written consent of the Superintendent.
3. The permittee shall exercise this privilege subject to the supervision of the Superintendent or designee, and shall comply with all applicable Federal, State, county and municipal laws, ordinances, regulations, codes, and the terms and conditions of this permit. Failure to do so may result in the immediate suspension of the permitted activity or the revocation of the permit. All costs associated with clean up or damage repairs in conjunction with a revoked permit will be the responsibility of the permittee.
4. The permittee is responsible for making all necessary contacts and arrangements with other Federal, State, and local agencies to secure required inspections, permits, licenses, etc.
5. This permit may be revoked at the discretion of the Superintendent upon 24 hours notice.
6. This permit may be revoked without notice if damage to resources or facilities occurs or is threatened, notwithstanding any other term or condition of the permit to the contrary.
7. This permit is made upon the express condition that the United States, its agents and employees shall be free from all liabilities and claims for damages and/or suits for or by reason of any injury, injuries, or death to any person or persons or property of any kind whatsoever, whether to the person or property of the Permittee, its agents or employees, or third parties, from any cause or causes whatsoever while in or upon said premises or any part thereof during the term of this permit or occasioned by any occupancy or use of said premises or any activity carried on by the Permittee in connection herewith, and the Permittee hereby covenants and agrees to indemnify, defend, save and hold harmless the United States, its agents, and employees from all liabilities, charges, expenses and costs on account of or by reason of any such injuries, deaths, liabilities, claims, suits or losses however occurring or damages growing out of the same to the extent allowed by Virginia Law.
8. Permittee agrees to carry general liability insurance against claims occasioned by the action or omissions of the permittee, its agents and employees in carrying out the activities and operations authorized by this permit.
9. The person(s) named on the permit as in charge of the permitted activity on-site must have full authority to make any decisions about the activity and must remain available at all times. He/she shall be responsible for all individuals, groups, vendors, etc. involved with the permit
10. Nothing herein contained shall be construed as binding the Service to expend in any one fiscal year any sum in excess of appropriations made by Congress or administratively allocated for the purpose of this permit for the fiscal year, or to involve the Service in any contract or other obligation for the further expenditure of money in excess of such appropriations or allocations.
11. If any provision of this permit shall be found to be invalid or unenforceable, the remainder of this permit shall not be affected and the other provisions of this permit shall be valid and be enforced to the fullest extent permitted by Virginia law.
12. The permit holder must conduct all activities with a focus on employee safety, park visitor safety, and protection of the park's natural and cultural resources.
13. No other activity is permitted beyond the scope of activity captured in this permit. Contingencies or unforeseen events changing the scope of permitted activity must be immediately communicated to the park's Permits Officer, Brendan Bonner, at (571) 299-9471, (703) 221-5845, or brendan_bonner@nps.gov.
14. Any injuries or accidents must be immediately reported to Prince William Forest Park emergency services staff by calling the National Park Service's National Capital Area Communications Center at (301) 714-2235.

PROJECT: MAINTENANCE OF JOPLIN ROAD, JOPLIN, MISSOURI
 SURVEYED BY: DATE AND ALL DATA TO BE USED IN CONNECTION WITH THIS PROJECT
 DESIGN BY: DATE AND ALL DATA TO BE USED IN CONNECTION WITH THIS PROJECT
 SURFACE UTILITY BY: DATE AND ALL DATA TO BE USED IN CONNECTION WITH THIS PROJECT

Curve D P1 = 12250 DELTA = 75° 43' 11" L T = 12250 L = 12250 R = 75000 PC = 12250 PT = 12250	Curve CE P1 = 12250 DELTA = 75° 43' 11" L T = 12250 L = 12250 R = 75000 PC = 12250 PT = 12250	Curve CF P1 = 12250 DELTA = 75° 43' 11" L T = 12250 L = 12250 R = 75000 PC = 12250 PT = 12250
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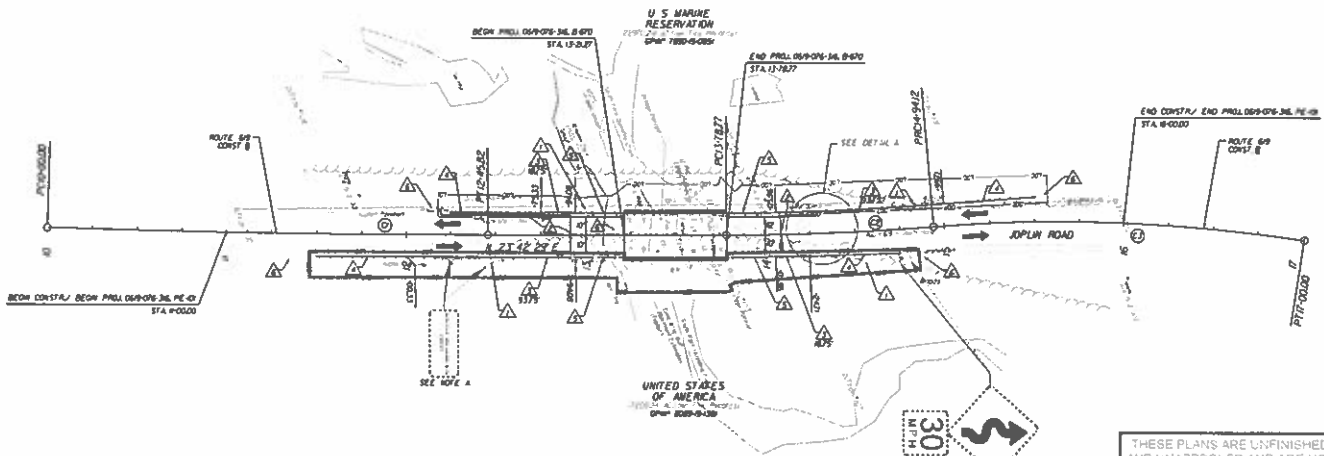
DATE	BY	PROJECT	SHEET NO.
VA	69	069-076-36, B-670	28

GENERAL NOTES - SIGNING

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE ONLY AND MAY NOT BE ACCURATE AT ALL. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY OWNERS PRIOR TO ANY CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO CONSTRUCTION.
2. ALL SIGNS SHALL BE ORIENTED AS SHOWN ON THE PLANS.
3. SIGN STRUCTURES SHALL BE INSTALLED PER THE NOTED SIGN STD.

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

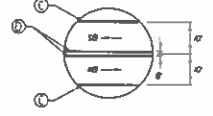
JOPLIN ROAD



THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

- ▲ REMOVE EXISTING GUARDRAIL AND TERMINAL
- ▲ SPURD ASPHALT CONCRETE (FULL DEPTH) RECD.
- ▲ STD. GRADE 8" POST RECD.
- ▲ STD. GRADE RECD.
- ▲ QUADRANT TERMINAL LIMITED USE SITE PREPARATION RECD.
- ▲ PROPOSED SIGN LOCATION
- ▲ EXISTING SIGN LOCATION
- LWD LIMIT OF DISTURBANCE

- ▨ DENOTES DEMOLITION OF PAVEMENT STA 0+927 TO STA 1+827 E STA 1+787 TO STA 1+827 E
- ▨ DENOTES PROPOSED FULL DEPTH ASPHALT STA 0+927 TO STA 1+827 E STA 1+787 TO STA 1+827 E
- ▨ DENOTES WALLS AND REINFORCING STA 0+927 TO STA 1+827 E STA 1+827 TO STA 1+827 E
- NOTE A: REMOVE EXISTING SIGN PANEL AND INSTALL ON A STD. STPN TYPE A 2'-4" GALVANIZED TYPE A FOUNDATION REMOVE AND DISPOSE OF EXISTING SIGN STRUCTURE
- NOTE B: REMOVE EXISTING SIGN PANEL AND INSTALL ON A STD. STPN TYPE C 2'-4" GALVANIZED TYPE A FOUNDATION REMOVE AND DISPOSE OF EXISTING SIGN STRUCTURE



DETAIL A
 N.T.S.

- ⓐ TYPE B, CLASS 1, WHITE PAVEMENT LINE MARKING, 4" WIDTH
- ⓑ TYPE B, CLASS 1, DOUBLE YELLOW PAVEMENT LINE MARKING, 4" WIDTH

REFERENCES
 (PROFES. DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)
 MAINLINE PROFILE E&S SHEETS 29 301-31

SCALE	PROJECT	SHEET
1" = 20'	069-076-36	28

October 2020 CTB Meeting

C73

0017-088-R72, C501, B616

Spotsylvania County

This proposed project will replace the existing Rte. 17 overpass at Interstate 95 in Spotsylvania County with a new, four-lane overpass. The existing overpass is structurally deficient. Route 17 will be widened to a four-lane section west of I-95 (near the target store) to the intersection with Hospital Boulevard. Improvements in this area will also include the addition of a sidewalk and a shared-use path along with route 17. The project will also extend the second eastbound thru lane on Rte. 17, at the intersection with Hospital Boulevard, approximately 2,000 feet and will tie to the existing lanes at the intersection with Old Dominion parkway/Cosner Dr. The proposed improvement will include replacement of structurally deficient bridge with a new bridge over I-95 and increasing capacity of Route 17 in the project areas. Construction will be performed in a manner that traffic will be maintained with a minimum of inconvenience to the traveling public.

Fixed Completion Date: February 21, 2024

AWARD

URBAN

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
C73	107140	FROM: 0.553 MI. W. INT. OF GERMANNA POINT DRIVE/HOSPITAL BLVD.	FIELDER'S CHOICE ENTERPRISES, INC.	8	\$15,279,152.80	\$16,426,322.18	Within
	0017-088-R72, C501, B616	TO: 0.399 MI. E. OF INT. GERMANNA DRIVE/HOSPITAL BLVD.	CHARLOTTESVILLE				
	NHPP-5111(375), NHPP-5111(298)	SPOTSYLVANIA	VA				
	Construction Funds	FREDERICKSBURG DISTRICT					
		SMART SCALE - WIDENING AND BRIDGE REPLACEMENT					

1 Recommended for AWARD \$15,279,152.80

BID RESULTS FOR THE CTB

October 20, 2020

BY ADMINISTRATIVE SERVICES DIVISION

Order No.	UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount
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MISCELLANEOUS

156244-CF	NOVA I-66 & SR 267 (Lot 3)	AWARD	DBi Services, LLC. 100 North Conahan Drive Hazelton, PA 18201	1 Received	\$25,205,113.00
Maintenance Funds	<p>Interstate 66 in the City/County of Arlington, Fairfax, and Prince William. State Route 267 in the City/County of Fairfax. Frontage Roads in the City/County of Fairfax and Prince William.</p> <p>Center Lane Miles: 43.15 Total Lane Miles: 318.40</p> <p>MANAGEMENT & PERFORMANCE OF ORDINARY & PREVENTIVE MAINTENANCE ON THE RIGHT-OF-WAY ASSETS for 5-years with the possibility of two 2-year renewals. Contract to commence December 1, 2020.</p> <p>Performance Based and Requirements Based Services Total: \$25,205,113.00</p>				

1 Recommended for Award: \$25,205,113.00

BID RESULTS FOR THE CTB

October 20, 2020

BY ADMINISTRATIVE SERVICES DIVISION

Order No.	UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount
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MISCELLANEOUS

156244-CF	NOVA I-95, I-395, HOV Reversible Lanes (Lot 1)		AWARD	Roy Jorgensen Associates, Inc. 3735 Buckeystown Pike Buckeystown, MD 21717	2 Received	\$21,320,190.00
Maintenance Funds	<p>Interstate 95 in the City/County of Prince William and Fairfax. Interstate 395 and HOV Reversible Lanes in the City/County of Fairfax and Arlington. Frontage Roads in the City/County of Fairfax, Arlington, and Prince William.</p> <p>Center Lane Miles: 32.00 Total Lane Miles: 325.44</p> <p>MANAGEMENT & PERFORMANCE OF ORDINARY & PREVENTIVE MAINTENANCE ON THE RIGHT-OF-WAY ASSETS for 5-years with the possibility of two 2-year renewals. Contract to commence December 1, 2020.</p> <p>Performance Based and Requirements Based Services Total: \$21,320,190.00</p>					

1 Recommended for Award: \$21,320,190.00

BID RESULTS FOR THE CTB
October 20, 2020
BY ADMINISTRATIVE SERVICES DIVISION

Order No.	UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount
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MISCELLANEOUS

156244-CF	NOVA I-495/I-95 (Lot 2)	AWARD	DBi Services, LLC. 100 North Conahan Drive Hazelton, PA 18201	2 Received	\$22,035,057.65
Maintenance Funds	<p>Interstate 495 in the City/County of Fairfax. Frontage Roads in the City/County of Fairfax.</p> <p>Center Lane Miles: 20.93 Total Lane Miles: 316.69</p> <p>MANAGEMENT & PERFORMANCE OF ORDINARY & PREVENTIVE MAINTENANCE ON THE RIGHT-OF-WAY ASSETS for 5-years with the possibility of two 2-year renewals. Contract to commence December 1, 2020.</p> <p>Performance Based and Requirements Based Services Total: \$22,035,057.65</p>				

1 Recommended for Award: \$22,035,057.65



VIRGINIA FREEDOM OF INFORMATION ADVISORY COUNCIL
COMMONWEALTH OF VIRGINIA

**ELECTRONIC MEETINGS
PUBLIC COMMENT FORM**

WE NEED YOUR HELP--Please give us your feedback regarding how meetings using electronic communications technology compare to traditional meetings where everyone is present in the same room at the same time.

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

2. Date of the meeting: _____

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

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

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

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

Poor				Excellent
1	2	3	4	5

COMMENT _____

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

Easy				Difficult
1	2	3	4	5

COMMENT _____

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

Easy				Difficult
1	2	3	4	5

COMMENT _____

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

Poorly				Clearly
1	2	3	4	5

COMMENT _____

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

Poorly
1 2 3 4 5
Clearly

COMMENT _____

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

Less
1 2 3 4 5
More

COMMENT _____

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

With the other members present:

Very Different
1 2 3 4 5
No Difference

With members participating from other locations:

Very Different
1 2 3 4 5
No Difference

With the public:

Very Different
1 2 3 4 5
No Difference

COMMENT _____

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

Hindered
1 2 3 4 5
Helped

COMMENT _____

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

Poor
1 2 3 4 5
Excellent

COMMENT _____

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

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