



## 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 AGENDA**

VDOT Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219  
September 15, 2021

9:00 a.m. or upon adjournment of the September 14, 2021 Workshop Meeting if the Workshop carries over to September 15, 2021.

\*Meeting will be conducted using Electronic Communication means

**Attendees will be required to wear a mask unless  
Proof of COVID vaccination is provided.**

**Public Comments:**

**Approval of Minutes:**

**July 21, 2021**

### OFFICE OF LAND USE:

**Presenting: Robert Hofrichter**  
**Division Director**

1. Action on Discontinuance – Primary System of State Highways  
Route 276 in Rockingham County Located in the Staunton District.
2. Action on Abandonment – Primary System of State Highways: Previously Discontinued Portion  
of Old Route 80 Located in Washington County Located in the Bristol District.

\* This meeting will be conducted using electronic communications in accord with Section 2.2-3708.2(D) of the Code of Virginia, with the primary location being at the address listed on the agenda. Public access will not be provided at remote locations; however, members of the public may attend the meeting at the location on the agenda or may witness the meeting live stream by clicking the "View video" button at the following

link: [http://www.ctb.virginia.gov/public\\_meetings/live\\_stream/default.asp](http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp).

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.

3. Action on Discontinuance – Secondary System of State Highways  
Route 679 in Nelson County Located in the Lynchburg District.
4. Action on Discontinuance – Secondary System of State Highways  
Route 1216 in Amherst County Located in the Lynchburg District.
5. Action on Abandonment – Primary System of State Highways  
Route F272 in Henrico County Located in the Richmond District.
6. Action on Discontinuance – Primary System of State Highways  
Route 100 in Pulaski County Located in the Salem District.

**MAINTENANCE DIVISION:**

***Presenting: Robbie Prezioso***  
***Division Administrator***

7. Action on Highway Naming: Renaming Portion of Route 1 to “Richmond Highway” in Stafford County Located in the Fredericksburg District.
8. Action on Highway Naming: Renaming Portion of U. S. Route 1 to “Route 1” in Chesterfield County Located in the Richmond District.
9. Action on Highway Naming: Renaming State Route 61, from its beginning at the intersection of State Route 16, West Riverside Drive and Tazewell Avenue, in the neighborhood of North Tazewell in the Town of Tazewell, Tazewell County to its end at U.S. Route 460, Virginia Avenue in the Town of Narrows, Giles County as the “Twin Depot Parkway Located in the Bristol and Salem Districts.
10. Action on Commemorative of the bridge on Route 652, Dr. Ralph Stanley Highway, over the McClure River, in Nora, Dickenson County as the “Bobby R. Johnson Memorial Bridge”” Located in the Bristol District.

**LOCATION AND DESIGN DIVISION:**

***Presenting: Susan Keen***  
***Division Administrator***

11. Action on Limited Access Control Changes (LACCs) for Route 1 (Belvidere Street) On-Ramps to I-95 Southbound/I-64 Eastbound, City of Richmond Located in the Richmond District.
12. Action on Limited Access Control Changes (LACCs) for the Addition of a Truck Climbing Lane on Interstate 81 Southbound from Mile Marker 32.823 to Mile Marker 34.253 Washington County Located in the Bristol District.
13. Action on Limited Access Control Changes (LACCs) for I-77 Exit 41 Interchange Improvements Wythe County (Town of Wytheville) Located in the Bristol District.
14. Action on Limited Access Control Changes (LACCs) for Interstate 64 Hampton Roads Bridge-Tunnel Expansion Cities of Hampton and Norfolk Located in the Hampton Roads District.



**INFRASTRUCTURE INVESTMENT DIVISION:**

***Presenting: Kimberly Pryor***  
***Division Director***

15. Action on FY22-27 Six-Year Improvement Program Transfers for June 22 2021 through August 20, 2021.
16. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2022-2027.
17. Action on Approval of the I-64 and I-95 Corridor Improvement Plans and Addition of Interstate Operations and Enhancement Program Projects to the Six-Year Improvement Program for Fiscal Years 2022-2027,

**RIGHT OF WAY & UTILITIES DIVISION:**

***Presenting: Neil Hord***  
***Program Manager***  
***Property Management***

18. Action on Limited Access Control Change Related to Route 17 (Mills Drive) Spotsylvania County Located in the Fredericksburg District.

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:**

***Presenting: Michael Todd***  
***Manager of Rail Capital Projects***  
***& Programs***

19. Action on DRPT FREIGHT Rail Grant Program Guidance.

**SCHEDULING AND CONTRACT:**

***Presenting: Harold Caples***  
***Assistant State Construction Engineer***

20. Bids.

**NEW BUSINESS:**

**ADJOURNMENT:**

###

Agenda  
Meeting of the Commonwealth Transportation Board  
September 15, 2021  
Page 4



# 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 # 1*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**September 15, 2021**

#### **MOTION**

**Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_**

**Action: \_\_\_\_\_**

#### **Title: Discontinuance – Primary System of State Highways Route 276 in Rockingham County**

**WHEREAS**, VDOT Project 0276-082-005 realigned Route 276 in Rockingham County;  
and

**WHEREAS**, three segments of Route 276, located in Rockingham County, measuring a total of approximately 0.23 of a mile, are no longer necessary for the uses of the Primary state highway system, and therefore no longer provide a public convenience that warrants maintenance at public expense, rendering them eligible for discontinuance; and

**WHEREAS**, the Rockingham County Administrator has submitted a letter, attached hereto as Exhibit A, expressing the County Board of Supervisors' support of the discontinuance described as Route 276, Segments A to F, G to B1, and B1 to H, and measuring approximately 0.23 of a mile, as seen in the map attached hereto as Exhibit B; and

**WHEREAS**, pursuant to § 33.2-901 of the *Code of Virginia*, a section of highway may be discontinued from the Primary state highway system by the Commissioner of Highways, with the approval of the Commonwealth Transportation Board, if the highway is deemed to be no longer necessary for the uses of the Primary state highway system when a part of the highway has been or is straightened or the location of a part of it is altered; and

September 15, 2021

Resolution of the Commonwealth Transportation Board

Discontinuance – Primary System of State Highways – Route 276 in Rockingham

Page Two

**NOW, THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board approves the discontinuance of the roadway segments identified below and as depicted on Exhibit B attached hereto, as part of the Primary system of state highways, pursuant to §33.2-901, *Code of Virginia*, as the roadway is no longer necessary for the uses of the Primary state highway system and is no longer providing sufficient public convenience to warrant maintenance at public expense.

**Primary System of State Highways**

**Discontinuance**

Staunton District

Rockingham County

- |                              |          |
|------------------------------|----------|
| • Route 276, Segment A to F  | 0.07 Mi. |
| • Route 276, Segment G to B1 | 0.10 Mi. |
| • Route 276, Segment B1 to H | 0.06 Mi. |

**Total Mileage Discontinued from the Primary System: 0.23 Mi.**

####

## CTB Decision Brief

### Discontinuance – Primary System of State Highways Portion of Route 276 in Rockingham County

**Issue:** The Virginia Department of Transportation (VDOT), with the support of the Rockingham County Board of Supervisors, proposes to discontinue three segments of Route 276 in Rockingham County, which total 0.23 of a mile in length. This proposed discontinuance is a result of VDOT Project 0276-082-005. Pursuant to §33.2-901 of the *Code of Virginia*, said discontinuance must be approved by the Commonwealth Transportation Board (Board).

**Facts:** VDOT Project 0276-082-005 includes the realignment of Route 276. Upon review of the area, VDOT staff determined that three segments of Route 276 should be discontinued as a part of the Primary System of State Highways, pursuant to § 33.2-901 of the *Code of Virginia*, as they are no longer necessary for the uses of the Primary state highway system, and therefore no longer provide a public convenience that warrants maintenance at public expense due to the construction and realignment of Route 276.

The Rockingham County Board of Supervisors, by letter of support on July 27, 2021 (Exhibit A, attached), supports the Board's discontinuance of the segments of Route 276 (road noted in "Light Blue" as Segments A-F, G-B1, and B1-H on Exhibit B, attached), which is located in Rockingham County.

**Recommendation:** VDOT recommends the Board approve the discontinuance of the segments of Route 276 referenced above.

**Action Required by CTB:** The *Code of Virginia* requires a majority of the Board's members to approve the proposed discontinuance. A draft resolution and an exhibit describing the proposed road segments to be discontinued is provided for the Board's consideration.

**Result if Approved:** If approved, VDOT will suspend all its maintenance activity on the roadway segments.

**Options:** Approve, Deny or Defer

**Public Comments/Reaction:** Section 33.2-901 does not include a public notification requirement, but information regarding proposed changes to the highway system inventories was made publicly available during the planning and construction phases of VDOT Project 0276-082-005. This request for discontinuance is for the purpose of providing vehicular access to parcels and landowners which would be left with no access due to the Route 276 realignment. The Department has received no objections regarding the proposed changes.

## Exhibit A

### Board of Supervisors' Letter of Support



STEPHEN G. KING  
County Administrator



ROCKINGHAM COUNTY

July 27, 2021

#### BOARD OF SUPERVISORS

DEWEY L. RITCHIE  
Section District No. 1  
SALLIE WOLFE-GARRISON  
Section District No. 2  
RICK L. CHANDLER  
Section District No. 3  
WILLIAM B. KYGER, JR.  
Section District No. 4  
MICHAEL A. BREEDEN  
Section District No. 5

David B. Atwood, P.E., Area Land Use Engineer  
VDOT – Harrisonburg Residency  
3536 North Valley Pike  
Harrisonburg, VA 22802

**RE: VDOT Project Number 0276-082-005**

Dear Mr. Atwood:

In my capacity as County Administrator and on behalf of the Rockingham County Board of Supervisors, the County supports the VDOT Project 0276-082-005 road improvements and the related highway system changes associated with this project. These highway changes include the following code sections and are illustrated in the attached project sketch:

- Va Code 33.2-906: Primary abandonment of four (4) segments of Route 276
- Va Code 33.2-901: Primary discontinuance of three (3) segments of Route 276
- Va Code 33.2-310: Primary addition of four (4) segments of Route 276
- Va Code 33.2-705: Secondary Addition of two (2) segments of Route 679 (Pleasant Valley Road and Battlefield Road)

If you have any questions related to this project, do not hesitate to contact me.

Sincerely,

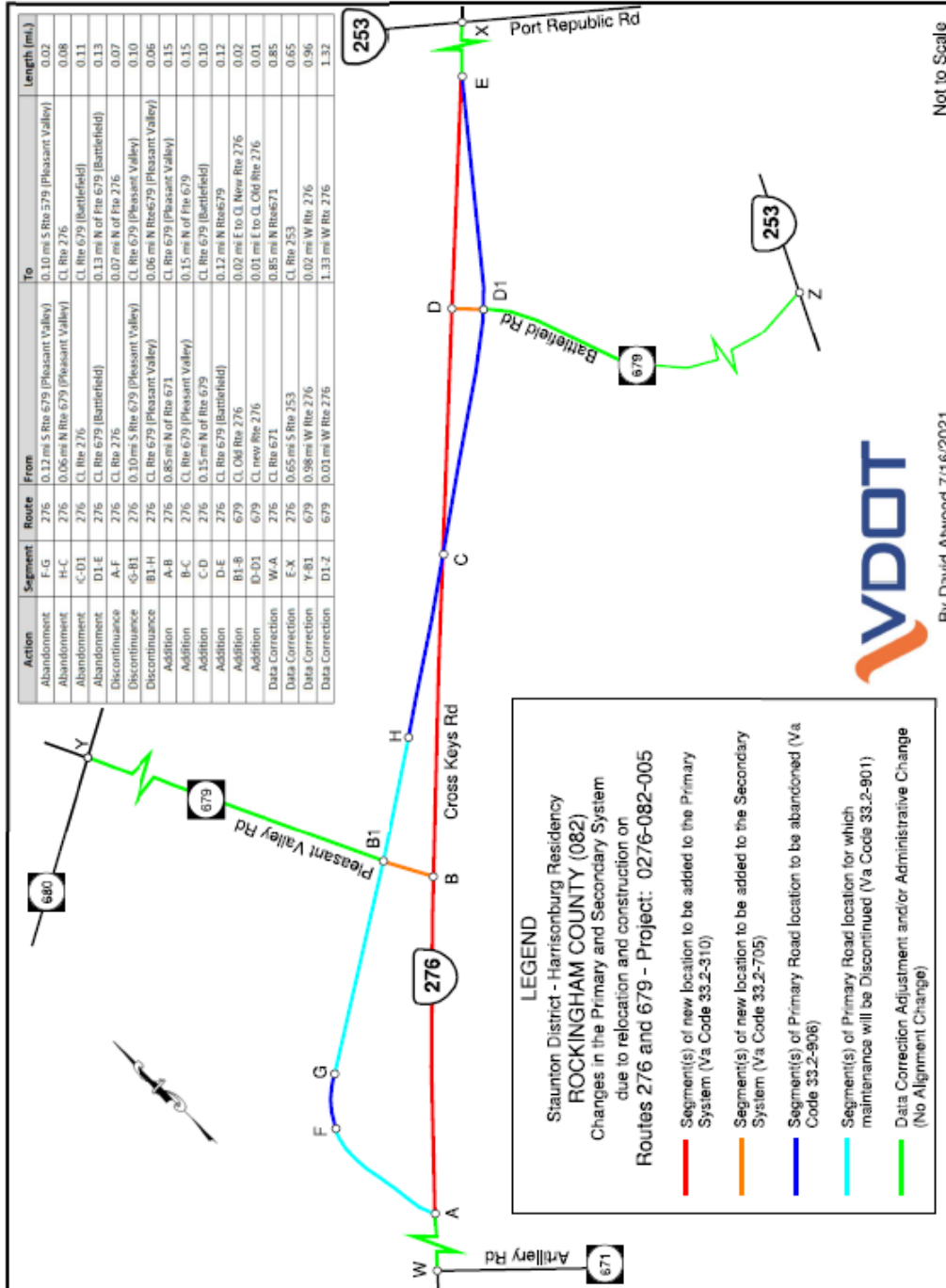
Stephen G. King  
County Administrator

SGK/tsg

Attachment: Project Sketch

# Exhibit B

## Sketch Including Proposed Road Segments to be Discontinued Route 276, Segments A-F, G-B1 and B1-H, noted in Light Blue



By David Atwood 7/16/2021

Not to Scale

**LEGEND**  
 Staunton District - Harrisonburg Residency  
 ROCKINGHAM COUNTY (082)  
 Changes in the Primary and Secondary System  
 due to relocation and construction on  
 Routes 276 and 679 - Project: 0276-082-005

- Segment(s) of new location to be added to the Primary System (Va Code 33.2-310)
- Segment(s) of new location to be added to the Secondary System (Va Code 33.2-705)
- Segment(s) of Primary Road location to be abandoned (Va Code 33.2-906)
- Segment(s) of Primary Road location for which maintenance will be discontinued (Va Code 33.2-901)
- Data Correction Adjustment and/or Administrative Change (No Alignment Change)





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## *Commonwealth Transportation Board*

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Chairperson

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*Agenda item # 2*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**September 15, 2021**

#### **MOTION**

**Made By:**

**Seconded By:**

**Action:**

#### **Title: Abandonment – Primary System of State Highways: Previously Discontinued Portion of Old Route 80 Located in Washington County**

**WHEREAS**, upon reconstruction of Route 80 in Washington County in the 1970's, the State Highway Commission, predecessor to the Commonwealth Transportation Board, relocated a segment of an existing Primary system roadway to a new alignment, causing the previous segment to no longer provide a public convenience that warrants maintenance at public expense; and

**WHEREAS**, the State Highway Commission passed a resolution on April 19, 1979 discontinuing that previous segment of Route 80; and

**WHEREAS**, pursuant to §33.2-902, *Code of Virginia 1950*, as amended, the Commissioner of Highways was provided with a petition from an interested landowner to abandon from the Primary System of State Highways a segment of Old Route 80, as seen in the map attached hereto as Exhibit B, in Washington County. The road segment proposed to be abandoned is 0.16 of a mile and 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 Washington County Board of Supervisors supports the abandonment of this segment of Old Route 80 from the Primary System of State Highways, as documented in the county resolution, attached hereto as Exhibit A, as seen in the map attached hereto as Exhibit B, which represents the previously discontinued segment; and

**WHEREAS**, notice was posted of the intent to abandon such segment, attached hereto as Exhibit C, and such posting was done in accordance with § 33.2-902, and no requests were received for public hearing on the matter; and

**WHEREAS**, a Primary roadway for which no public necessity exists may be abandoned by the Board, pursuant to § 33.2-902, *Code of Virginia* 1950, as amended

**NOW THEREFORE, BE IT RESOLVED**, that the roadway segment identified below, and as depicted in Exhibit B, is hereby ordered abandoned as part of Primary system of state highways, pursuant to § 33.2-902, *Code of Virginia*, 1950, as amended.

**Primary System of State Highways Abandonment**

Bristol District

Washington County

- Old Route 80 – Segment A – B 0.16 Mi.

**Total Mileage Abandoned from the Primary System: 0.16 Mi.**

#####

## CTB Decision Brief

### Abandonment – Primary System of State Highways: Previously Discontinued Portion of Old Route 80 Located in Washington County

**Issue:** An interested landowner has requested the abandonment of a 0.16 mile segment of Old Route 80 in Washington County and the County Board of Supervisors supports the abandonment and its approval by the Commonwealth Transportation Board (Board).

**Facts:** The State Highway Commission, predecessor to the Commonwealth Transportation Board, passed a resolution on April 19, 1979, discontinuing a portion of Old Route 80, upon the reconstruction of Route 80. The 0.16 mile segment currently being requested for abandonment is the roadway that was discontinued in 1979.

The Washington County Board of Supervisors supports the abandonment of the 0.16 mile segment of Old Route 80 (segment identified as “A – B” noted in “Blue” on Exhibit B, attached). The resolution from the County, dated August 10, 2021, is attached as Exhibit A.

Upon review of the area, VDOT staff determined the 0.16 mile segment of Old Route 80 should be abandoned as a part of the Primary System of State Highways, pursuant to § 33.2-902 of the *Code of Virginia*, since no public necessity exists for the continuance of the segment as a public road.

Pursuant to and in accordance with § 33.2-902 of the *Code of Virginia*, the Virginia Department of Transportation published a “Notice of Proposed Road Abandonment” in the *Bristol Herald Courier* publication on July 10 and 23, 2021 (Exhibit C, attached). No request was received to hold the public hearing.

**Recommendations:** VDOT recommends the Board approve the abandonment of the 0.16 mile segment of Old Route 80 referenced above.

**Action Required by CTB:** The *Code of Virginia* requires a majority of the Board’s members to approve the proposed abandonment. A resolution describing the proposed segment to be abandoned is provided for the Board’s consideration.

**Result if Approved:** If approved, the segment of discontinued highway will no longer be available for use by the public.

**Options:** Approve, Deny or Defer

**Public Comments/Reactions:** A public hearing was not requested to be held.

Exhibit A  
Washington County Resolution



COUNTY OF WASHINGTON, VIRGINIA



BOARD OF SUPERVISORS

DWAYNE A. BALL  
Chairman  
G-11 "Wilson" Election District  
RANDY L. PENNINGTON  
Vice-Chairman  
B-11 "Jefferson" Election District  
PHILLIP B. McCALL  
A-11 "Harrison" Election District  
CHARLIE HARGIS  
C-11 "Madison" Election District  
WAYNE STEVENS  
D-11 "Morgan" Election District  
MIKE RUSH  
E-11 "Taylor" Election District  
SAUL A. HERNANDEZ  
F-11 "Tolan" Election District

COUNTY ADMINISTRATION

JASON N. BERRY  
County Administrator  
LUCY E. PHILLIPS  
County Attorney  
GOVERNMENT CENTER  
BUILDING  
1 GOVERNMENT CENTER PLACE  
SUITE A  
ABINGDON, VIRGINIA 24210  
276-525-1300 TELEPHONE  
276-525-1309 TELEFACSIMILE  
WWW.WASHCOVA.COM

RESOLUTION 2021 - 20

RESOLUTION OF SUPPORT FOR ABANDONMENT OF OLD  
DISCONTINUED PORTION OF VIRGINIA PRIMARY ROUTE 80

WHEREAS, THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) NOTIFIED THE WASHINGTON COUNTY BOARD OF SUPERVISORS OF ITS INTENT TO ABANDON A SECTION OF OLD DISCONTINUED ROUTE 80 FROM 0.16 MILE NORTH OF ROUTE 11 TO 0.32 MILE NORTH OF ROUTE 11, A DISTANCE OF 0.16 MILE;

WHEREAS, THE SECTION OF OLD ROUTE 80 TO BE ABANDONED WAS DISCONTINUED FROM THE PRIMARY SYSTEM OF STATE HIGHWAYS ON APRIL 19, 1979 AS PART OF THE HIGHWAY SYSTEM CHANGES RESULTING FROM CONSTRUCTION OF VDOT PROJECT 0080-095-103, C501; AND

WHEREAS, THE SKETCH, ATTACHED AND INCORPORATED HEREIN AS A PART OF THIS RESOLUTION, DEFINES THE ADJUSTMENT REQUIRED IN THE PRIMARY SYSTEM OF STATE HIGHWAYS AS A RESULT OF THE ABANDONMENT OF SAID SECTION OF OLD ROUTE 80.

NOW, THEREFORE, BE IT RESOLVED, ON THE BASIS OF THE FOREGOING AND IN CONSIDERATION OF THE PUBLIC HEALTH, SAFETY, AND WELFARE, THIS BOARD HEREBY RESOLVES TO SUPPORT THE COMMONWEALTH TRANSPORTATION BOARD'S PROPOSED ABANDONMENT OF OLD ROUTE 80 FROM THE PRIMARY SYSTEM OF STATE HIGHWAYS, AS IDENTIFIED ON THE ATTACHED SKETCH, PURSUANT TO §33.2-902 OF THE CODE OF VIRGINIA, AND

BE IT FINALLY RESOLVED, THIS BOARD DIRECTS THE COUNTY ADMINISTRATOR TO FORWARD A CERTIFIED COPY OF THIS RESOLUTION TO THE RESIDENT ENGINEER FOR THE VIRGINIA DEPARTMENT OF TRANSPORTATION.

DONE THIS THE 10<sup>TH</sup> DAY OF AUGUST, 2021.

THE FOREGOING RESOLUTION WAS DULY ADOPTED BY THE FOLLOWING VOTE:

MR. McCALL: AYE  
MR. PENNINGTON: AYE  
MR. HARGIS: AYE  
MR. STEVENS: AYE  
MR. RUSH: AYE  
MR. HERNANDEZ: AYE  
MR. BALL: AYE

ATTESTED:

  
JASON N. BERRY  
COUNTY ADMINISTRATOR

# Exhibit B

## Sketch of Proposed Segment to be Abandoned



BRISTOL DISTRICT  
 ABINGDON RESIDENCY  
 WASHINGTON COUNTY (095)

**SECTION 33.2-902  
 ABANDONMENT OF  
 PREVIOUSLY DISCONTINUED  
 OLD ROUTE 80**

Segment A-B was previously discontinued from the Primary System of State Highways on April 19, 1979 as part of the highway system changes resulting from VDOT Project 0080-095-103, CS01.

This abandonment is at the request of the of the adjoining landowner to facilitate conveyance of the surplus right of way that will be created by the proposed abandonment. See Plans Sheets 3, 4 and 5 of Project 0080-095-103, CS01 for a more particular description.

**SEGMENT A-B, OLD ROUTE 80**  
 FROM: 0.16 MILE NORTH OF ROUTE 11  
 TO: 0.32 MILE NORTH OF ROUTE 11  
 LENGTH: 0.16 MILE

**LEGEND:**  
 33.2-902 ABANDONMENT ———  
 EXISTING VDOT ROUTE



NOT TO SCALE

Drawn by John Bolling  
 12/1/2011

**Exhibit C**  
**“Notice of Proposed Road Abandonment”**

**Published in the *Bristol Herald Courier***  
**July 10 and 23, 2021**



**NOTICE OF PROPOSED ROAD ABANDONMENT**  
**OLD LOCATION OF ROUTE 80**

Pursuant to §33.2-902 Code of Virginia, the Virginia Department of Transportation will consider abandonment of a previously discontinued section of old Route 80 from 0.16 mile north of Route 11 (Lee Hwy.) to 0.32 mile north of Route 11, a distance of 0.16 mile(s). Anyone wishing a public hearing be held by the Virginia Department of Transportation prior to its consideration of this proposed abandonment should contact the Virginia Department of Transportation on or before August 10, 2021 to request a public hearing.

Virginia Department of Transportation  
700 East Main St.  
Abingdon, VA 24210  
(276) 676-5582  
[john.bolling@vdot.virginia.gov](mailto:john.bolling@vdot.virginia.gov)



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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Fax: (804) 786-2940

*Agenda item # 3*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 15, 2021

#### MOTION

Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

Action: \_\_\_\_\_

#### **Title: Discontinuance – Secondary System of State Highways Route 679 in Nelson County**

**WHEREAS**, a segment of Route 679, located in Nelson County, measuring approximately 0.24 of a mile, is no longer necessary for the uses of the Secondary state highway system, and therefore no longer provides a public convenience that warrants maintenance at public expense, rendering it eligible for discontinuance; and

**WHEREAS**, the Nelson County Board of Supervisors has approved a resolution, attached hereto as Exhibit A, supporting the discontinuance described as the 0.24 mile segment of Route 679, as seen in the map attached hereto as Exhibit B; and

**WHEREAS**, pursuant to § 33.2-908 of the *Code of Virginia*, a section of highway may be discontinued from the Secondary state highway system by the Commissioner of Highways, with the approval of the Commonwealth Transportation Board, if the highway is deemed to be no longer necessary for the uses of the Secondary state highway system when a part of the highway no longer provides a public convenience that warrants maintenance at public expense; and



**NOW, THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board approves the discontinuance of the roadway segment identified below and as depicted on Exhibit B attached hereto, as part of the Secondary system of state highways, pursuant to §33.2-908, *Code of Virginia*, as the roadway is no longer necessary for the uses of the Secondary state highway system and is no longer providing sufficient public convenience to warrant maintenance at public expense.

**Secondary System of State Highways**

**Discontinuance**

Lynchburg District

Nelson County

- Route 679

0.24 Mi.

**Total Mileage Discontinued from the Secondary System:**

**0.24 Mi.**

####

## CTB Decision Brief

### Discontinuance - Secondary System of State Highways: Route 679 in Nelson County

**Issue:** The Nelson County Board of Supervisors approved a resolution which supports the discontinuance of a portion of Route 679 in Nelson County, that is 0.24 of a mile in length. Pursuant to §33.2-908 of the *Code of Virginia*, said discontinuance must be approved by the Commonwealth Transportation Board (Board).

**Facts:** Upon review of the area, VDOT staff determined that the 0.24 mile portion of Route 679 should be discontinued as a part of the Secondary System of State Highways, pursuant to § 33.2-908 of the *Code of Virginia*, as it no longer provides a public convenience that warrants maintenance at public expense.

The Nelson County Board of Supervisors supported, by resolution on August 10, 2021 (Exhibit A, attached), the discontinuance of the 0.24 mile portion of Route 679 (road noted in “Blue” on Exhibit B, attached).

In accordance with §33.2-908, notice of the discontinuance was published in *The News & Advance* newspaper on June 28, 2021 (Exhibit C, attached). Nelson County Board of Supervisors and property owners with land abutting the section of roadway considered for discontinuance received notice via registered mail.

**Recommendation:** VDOT recommends the Board approve the discontinuance of the portion of Route 679 referenced above.

**Action Required by CTB:** The *Code of Virginia* requires a majority of the Board’s members to approve the proposed discontinuance. A resolution describing the proposed road to be discontinued is provided for the Board’s consideration.

**Result if Approved:** If approved, VDOT will suspend all of its maintenance activity on the roadway segment.

**Options:** Approve, Deny or Defer

**Public Comments/Reaction:** There were no public comments made at the Nelson County Board of Supervisors meeting regarding this proposed discontinuance, and there were no requests for a public hearing.

**Exhibit A**  
**Nelson County Resolution**



BOARD OF  
SUPERVISORS

THOMAS D. HARVEY  
North District

ERNE O. REED  
Central District

JESSE N. RUTHERFORD  
East District

ROBERT G. BARTON, JR.  
South District

J. DAVID PARR  
West District

STEPHEN A. CARTER  
County Administrator

GRACE MAWYER  
Administrative Assistant/  
Deputy Clerk

CANDICE W. MCGARRY  
Director of Finance and  
Human Resources

**RESOLUTION R2021-44**  
**NELSON COUNTY BOARD OF SUPERVISORS**  
**RESOLUTION OF SUPPORT FOR DISCONTINUANCE**  
**OF VDOT SECONDARY ROUTE 679 (CASTLE CREEK LANE)**

**WHEREAS**, the Virginia Department of Transportation has notified the Nelson County Board of Supervisors of its intent to discontinue Route 679 (Castle Creek Lane) from 0.46 Mile south of Route 666 (Dickie Road) to 0.70 Miles south of Route 666, a distance of 0.24 miles, and

**WHEREAS**, the sketch, attached and incorporated herein as a part of this resolution, defines the adjustment required in the secondary system of state highways as a result of the discontinuance of Route 679, and

**NOW, THEREFORE, BE IT RESOLVED**, this Board hereby concurs with and supports the Commonwealth Transportation Board's changes to the secondary system of state highways as identified on the attached sketch, pursuant to §33.2-908 B. of the Code of Virginia, and

**BE IT FINALLY RESOLVED**, that a certified copy of this resolution be forwarded to the Residency Engineer of the Virginia Department of Transportation Appomattox Residency.

Approved: August 10, 2021

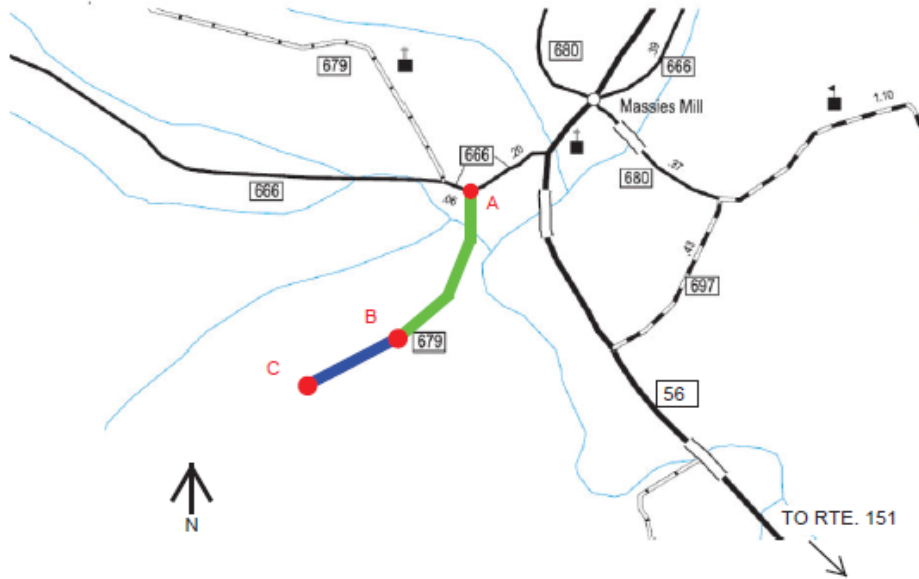
Attest: Stephen A. Carter, Clerk  
Nelson County Board of Supervisors

**Exhibit B**  
**Sketch of Proposed Road to be Discontinued**

**ROUTE 679 (CASTLE CREEK LANE) DISCONTINUANCE**

**NELSON COUNTY – APPOMATTOX RESIDENCY**

June 7, 2021



NOT TO SCALE

Route	Action	Segment	Station	Length
679	Data Correction	A - B	Fr: Rte. 666 To: 0.46 MS Rte. 666	0.46 Mi.
679	Discontinuance	B - C	Fr: 0.46 MS Rte. 666 To: 0.70 MS Rte. 666	0.24 Mi.

Legend

**NELSON COUNTY**  
 Appomattox Residency/Lynchburg District  
 Changes to Secondary System  
 Non-Project Related §33.2-908.B

█ Segment of Secondary Road Location to be Discontinued

█ Data Correction - Adjustment to Correct VDOT's RIMS Records.

## Exhibit C

### Public Notice of Discontinuance Published in *The News & Advance* on June 28, 2021

**Legal Notice**

**VDOT** Virginia Department  
of Transportation

**Route 679 (Castle Creek Lane)  
Nelson County**

Willingness to Hold Public Hearing  
Notice of Intent to Discontinue Maintenance on  
Public Road Segment

Pursuant to the provisions of §33.2-908 of the Code of Virginia, the Virginia Department of Transportation (VDOT) will consider discontinuance of an end segment of Route 679 (Castle Creek Lane) in Nelson County. The total length of the discontinuance is a 0.24 mile segment.

This matter is being considered by VDOT because the road segment does not provide sufficient public service to warrant maintenance at public expense.

VDOT is willing to hold a public hearing prior to considering the discontinuance if the county or one or more landowners whose property is impacted by the discontinuance makes a request. A public hearing may be requested in writing to Mr. Jeffery B. Kessler, PE, Area Land Use Engineer, VDOT Lynchburg District Office, 4219 Campbell Ave., Lynchburg, VA 24501 or by email to [JefferyB.Kessler@VDOT.Virginia.Gov](mailto:JefferyB.Kessler@VDOT.Virginia.Gov) on or prior to **July 28, 2021**.

Additional information about the proposed discontinuance is available at VDOT's Lynchburg District Office Land Use Section at the address above. Please call ahead at 434-856-8293, 1-800-367-7623 or TDD/TTY 711 to make an appointment with the appropriate personnel.

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 more information or special assistance for persons with disabilities or limited English proficiency, contact the project manager listed above or TDD/TTY 711.



# 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

September 15, 2021

#### MOTION

Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

Action: \_\_\_\_\_

#### **Title: Discontinuance – Secondary System of State Highways Route 1216 in Amherst County**

**WHEREAS**, a segment of Route 1216, located in Amherst County, measuring approximately 0.13 of a mile, is no longer necessary for the uses of the Secondary state highway system, and therefore no longer provides a public convenience that warrants maintenance at public expense, rendering it eligible for discontinuance; and

**WHEREAS**, the Amherst County Board of Supervisors has approved a resolution, attached hereto as Exhibit A, supporting the discontinuance described as the 0.13 mile segment of Route 1216, as seen in the map attached hereto as Exhibit B; and

**WHEREAS**, pursuant to § 33.2-908 of the *Code of Virginia*, a section of highway may be discontinued from the Secondary state highway system by the Commissioner of Highways, with the approval of the Commonwealth Transportation Board, if the highway is deemed to be no longer necessary for the uses of the Secondary state highway system when a part of the highway no longer provides a public convenience that warrants maintenance at public expense; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board approves the discontinuance of the roadway segment identified below and as depicted on Exhibit B attached hereto, as part of the Secondary system of state highways, pursuant to §33.2-908, *Code of Virginia*, as the roadway is no longer necessary for the uses of the Secondary state highway system and is no longer providing sufficient public convenience to warrant maintenance at public expense.

**Secondary System of State Highways**

**Discontinuance**

Lynchburg District

Amherst County

- Route 1216

0.13 Mi.

**Total Mileage Discontinued from the Secondary System:**

**0.13 Mi.**

####



## CTB Decision Brief

### Discontinuance - Secondary System of State Highways: Route 1216 in Amherst County

**Issue:** The Amherst County Board of Supervisors approved a resolution which supports the discontinuance of a portion of Route 1216 in Amherst County, that is 0.13 of a mile in length. Pursuant to §33.2-908 of the *Code of Virginia*, said discontinuance must be approved by the Commonwealth Transportation Board (Board).

**Facts:** Upon review of the area, VDOT staff determined that the 0.13 mile portion of Route 1216 should be discontinued as a part of the Secondary System of State Highways, pursuant to § 33.2-908 of the *Code of Virginia*, as it no longer provides a public convenience that warrants maintenance at public expense.

The Amherst County Board of Supervisors supported, by resolution on August 3, 2021 (Exhibit A, attached), the discontinuance of the 0.13 mile portion of Route 1216 (road noted in “Blue” on Exhibit B, attached).

In accordance with §33.2-908, notice of the discontinuance was published in *The News & Advance* newspaper on June 28, 2021 (Exhibit C, attached). Amherst County Board of Supervisors and property owners with land abutting the section of roadway considered for discontinuance received notice via registered mail.

**Recommendation:** VDOT recommends the Board approve the discontinuance of the portion of Route 1216 referenced above.

**Action Required by CTB:** The *Code of Virginia* requires a majority of the Board’s members to approve the proposed discontinuance. A resolution describing the proposed road to be discontinued is provided for the Board’s consideration.

**Result if Approved:** If approved, VDOT will suspend all of its maintenance activity on the roadway segment.

**Options:** Approve, Deny or Defer

**Public Comments/Reaction:** There were no public comments made at the Amherst County Board of Supervisors meeting regarding this proposed discontinuance, and there were no requests for a public hearing.

**Exhibit A**  
**Amherst County Resolution**



Amherst County Board of Supervisors  
County Resolution No. 2021-0017-R

**For consideration on August 3, 2021**

**A RESOLUTION, NO. 2021-0017-R**

A resolution, supporting for the discontinuance, but not abandonment, of a portion of VDOT Secondary Route 1216, Daffodil Lane, Amherst County, Virginia.

Approved as to form and legality by the Amherst County Attorney

**BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE COUNTY OF AMHERST, VIRGINIA:**

**I. That the Amherst County Board of Supervisors supports the discontinuance, but not abandonment, of a portion of VDOT Secondary Route 1216, Daffodil Lane, Amherst County, Virginia, as follows:**

**WHEREAS**, the Virginia Department of Transportation has notified the Amherst County Board of Supervisors of its intent to discontinue Route 1216 (Daffodil Lane) from 0.17 Mile east of Route 671 (Five Forks Road) to 0.30 Miles east of Route 671, a distance of 0.13 miles; and

**WHEREAS**, the sketch attached and incorporated herein as a part of this resolution, defines the adjustment required in the secondary system of state highways as a result of the discontinuance of said portion of Route 1216; and

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF AMHERST COUNTY, VIRGINIA:**

That the Amherst County Board of Supervisors hereby concurs with and supports the Commonwealth Transportation Board's changes to the secondary system of state highways as identified on the attached sketch, pursuant to §33.2-908 B. of the Code of Virginia; and

**BE IT FURTHER RESOLVED:**

That a certified copy of this resolution be forwarded to the Residency Engineer of the Virginia Department of Transportation Appomattox Residency.

**II. That this resolution shall be in force and effect upon adoption.**

Adopted this 3<sup>rd</sup> day of August 2021.

  
\_\_\_\_\_  
Jennifer R. Moore, Chair  
Amherst County Board of Supervisors

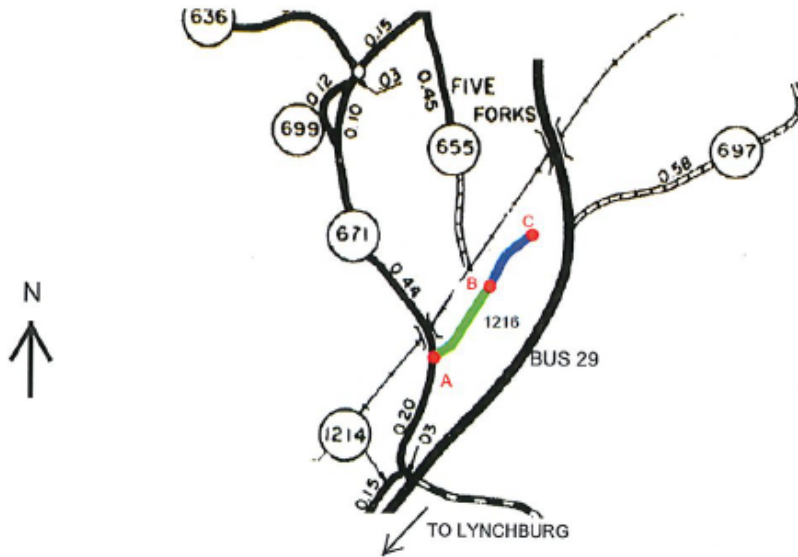
<b>Member</b>	<b>Vote</b>
Jennifer R. Moore, Chair.....	<u>AYE</u>
David W. Pugh, Jr., Vice-Chair.....	<u>ABSENT</u>
Tom Martin .....	<u>AYE</u>
L. J. "Jimmy" Ayers, III. ....	<u>AYE</u>
Claudia D. Tucker .....	<u>ABSENT</u>

**ATTEST:**

  
\_\_\_\_\_  
Dean C. Rodgers, Clerk  
Board of Supervisors of the County of Amherst, Virginia

**Exhibit B**  
**Sketch of Proposed Road to be Discontinued**

**ROUTE 1216 DAFFODIL LANE  
 AMHERST COUNTY**





NOT TO SCALE

Route	Action	Segment	Station	Length
1216	Data Correction	A - B	Fr: Rte. 671 To: 0.17 ME Rte. 671	0.17 Mi.
1216	Discontinuance	B - C	Fr: 0.17 ME Rte. 671 To: 0.30 ME Rte. 671	0.13 Mi.

Legend

**AMHERST COUNTY**  
 Appomattox Residency/Lynchburg District  
 Changes to Secondary System  
 Non-Project Related §33.2-908.B  
 June 14, 2021

 Segment of Secondary Road Location to be Discontinued  
 Data Correction - Adjustment to Correct VDOT's RIMS Records.

## Exhibit C

### Public Notice of Discontinuance Published in *The News & Advance* on June 28, 2021

## Legal Notice



### Route 1216 (Daffodil Lane) Amherst County

#### Willingness to Hold a Public Hearing Notice of Intent to Discontinue Maintenance on Public Road Segment

Pursuant to the provisions of §33.2-908 of the Code of Virginia, the Virginia Department of Transportation (VDOT) will consider discontinuance of an end segment of Route 1216 (Daffodil Lane) in Amherst County. The total length of the discontinuance is a 0.13 mile segment.

This matter is being considered by VDOT because the road segment does not provide sufficient public service to warrant maintenance at public expense.

VDOT is willing to hold a public hearing prior to considering the discontinuance if the county or one or more landowners whose property is impacted by the discontinuance makes a request. A public hearing may be requested in writing to Mr. Jeffery B. Kessler, P.E., Area Land Use Engineer, VDOT Lynchburg District Office, 4219 Campbell Avenue, Lynchburg, VA 24501 or by email to [JeffreyB.Kessler@VDOT.Virginia.Gov](mailto:JeffreyB.Kessler@VDOT.Virginia.Gov) on or prior to **July 28, 2021**.

Additional information about the proposed discontinuance is available at VDOT's Lynchburg District Office Land Use Section at the address above. Please call ahead at 434-856-8293, 1-800-367-7623 or TDD/TYY 711 to make an appointment with the appropriate personnel.

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 more information or special assistance for persons with disabilities or limited English proficiency, contact the project manager listed above or TDD/TYY 711.



# 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**

**September 15, 2021**

#### **MOTION**

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

#### **Title: Abandonment – Primary System of State Highways**

**WHEREAS**, pursuant to §33.2-902, *Code of Virginia 1950*, as amended, the Commissioner of Highways was provided with a petition to abandon from the Primary System of State Highways Route F272, as seen in the map attached hereto as Exhibit B, in Henrico County. This matter is being considered at the request of an adjacent property owner. The road's total distance of 0.12 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 Henrico County Board of Supervisors supports the abandonment of Route F272 from the Primary System of State Highways, as documented in the letter of support, attached hereto as Exhibit A; and

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

**WHEREAS**, a Primary highway that is no longer providing sufficient public convenience to warrant maintenance at public expense and no public necessity exists for the continuance of the section of highway may be abandoned by the Board, pursuant to §33.2-902, *Code of Virginia 1950*, as amended.

**NOW THEREFORE, BE IT RESOLVED**, that the roadway segment identified below, is hereby ordered abandoned as part of Primary system of state highways, pursuant to § 33.2-902, Code of Virginia, 1950, as amended.

**Primary System of State Highways**

**Abandonment**

Richmond District

Henrico County

- Route F272 0.12 Mi.

**Total Mileage Abandoned from the Primary System: 0.12 Mi.**

#####

## CTB Decision Brief

### Abandonment of Route F272 Located in Henrico County

**Issue:** An adjacent landowner has requested the abandonment Frontage Road Route F272 in Henrico County and the County Board of Supervisors supports the abandonment and its approval by the Commonwealth Transportation Board (Board).

**Facts:** Route F272 in Henrico County, a distance of 0.12 mile, is no longer necessary as a public road. This matter is being considered at the request of an adjacent property owner.

The Henrico County Director of Public Works has provided a letter of support, dated July 9, 2021 (Exhibit A, attached), indicating the Henrico County Board of Supervisors' support of the abandonment of Route F272 (segment identified in "Blue" on Exhibit B, attached).

Upon review of the area, VDOT staff determined the 0.12 mile segment 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 *Richmond Times-Dispatch* publication on July 26 and August 12, 2021 (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 the 0.12 mile length of Route F272, referenced above.

**Action Required by CTB:** The *Code of Virginia* requires a majority of the Board's members to approve the change proposed in this brief within four months of the end of the 30-day period after publication of the notice of intent to abandon. A letter of support describing the proposed segment to be abandoned is provided for the Board's consideration.

**Result if Approved:** If approved, VDOT will suspend all its maintenance activity on the roadway segment and remove it from the Primary System.

**Options:** Approve or Deny

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



## Exhibit A

### Henrico County Letter of Support dated July 9, 2021



TERRELL HUGHES, P.E.  
DIRECTOR OF PUBLIC WORKS  
COUNTY ENGINEER  
(804) 501-4393

COMMONWEALTH OF VIRGINIA  
COUNTY OF HENRICO

July 9, 2021

Mr. Marshall Winn  
Resident Administrator  
Virginia Department of Transportation  
523 N. Washington Highway  
Ashland, VA 23005

RE: Abandonment of a Segment of Edinburgh Road

Dear Mr. Winn,

Henrico County and the Virginia Department of Transportation received a petition from an interested landowner to abandon a portion of Edinburgh Road. This proposed abandonment involved the 650 feet segment of Edinburgh Road between Triscari Lane and Belfast Road.

The property owner of Parcel ID 743-762-7481 is seeking the abandonment of the road so that they can proceed with acquiring the right-of-way. This would allow the property owner to develop the land that is currently split by Edinburgh Road.

In my capacity as the Henrico County Director of Public Works and on behalf of the Henrico County Board of Supervisors, the County supports this 650 feet abandonment of the portion of Edinburgh Road pursuant to §33.2-902 of the Code of Virginia, agreeing that no public necessity exists for the continuance of this section of road as a public roadway.

If you have any questions related to this abandonment, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "T. Hughes".

Terrell C. Hughes, P.E.  
Director of Public Works

pc: The Honorable Daniel Schmitt, Chair of the Henrico Board of Supervisors  
County Manager  
Deputy County Manager  
Shane Mann, P.E., District Engineer, VDOT Richmond District

# Exhibit B

## Sketch of Proposed Abandonment Henrico County – Route F272

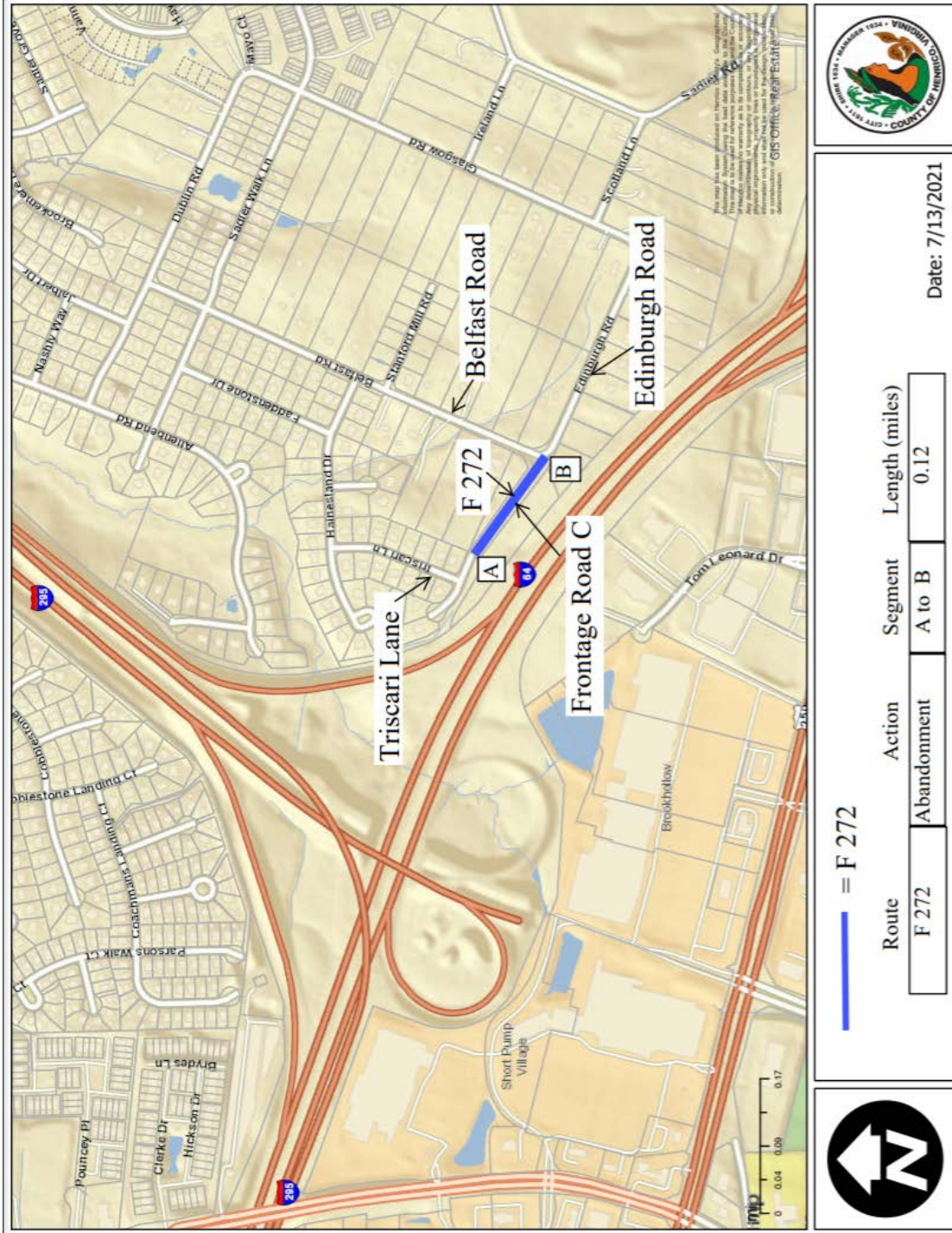


Exhibit C

**“Notice of Intent to Abandon”**  
**Published in the *Richmond Times-Dispatch***  
**July 26 and August 12, 2021**



**Intent to Abandon Frontage Road F272  
(Adjacent to Belfast Road and Edinburgh Road)  
Henrico County**

Pursuant to the provisions of §33.2-902 of the Code of Virginia, the Virginia Department of Transportation (VDOT) will consider abandonment of Frontage Road F272 (adjacent to Belfast Road and Edinburgh Road) in Henrico County. The total length of the abandonment is 0.12 miles between Belfast Road and Triscari Lane.

Additional information about the proposed abandonment is available at the VDOT Ashland Residency Office located at 523 N. Washington Highway, Ashland VA 23005-1316. Please call ahead at 804-481-0906, TTY/TTD 711 to make an appointment with the appropriate personnel.

If your concerns cannot be satisfied, VDOT is willing to hold a public hearing. You may request that a public hearing be held by sending a written request to Mr. Phillip Frazer, Virginia Department of Transportation, 523 N. Washington Highway, Ashland VA 23005-1316 or by email to [phillip.frazer@vdot.virginia.gov](mailto:phillip.frazer@vdot.virginia.gov) on or prior to **August 27, 2021**. If a request for a public hearing is received, notice of date, time and place of the hearing will be posted.

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 at the phone numbers listed above.



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson  
2940

1401 East Broad Street  
Richmond, Virginia 23219

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

*Agenda item # 6*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 15, 2021

#### MOTION

Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

Action: \_\_\_\_\_

#### Title: Discontinuance – Primary System of State Highways Route 100 in Pulaski County

**WHEREAS**, VDOT Project 0100-077-105 relocated Route 100 in Pulaski County; and

**WHEREAS**, three segments of old Route 100, located in Pulaski County, measuring a total of approximately 1.10 mile, are no longer necessary for the uses of the Primary state highway system, and therefore no longer provide a public convenience that warrants maintenance at public expense, rendering them eligible for discontinuance; and

**WHEREAS**, the Pulaski County Administrator has submitted a letter, attached hereto as Exhibit A, expressing the County Board of Supervisors' support of the discontinuance described as Route 100, Segments A to B, B to C, and B to D, and measuring approximately 1.10 mile, as seen in the map attached hereto as Exhibit B; and

**WHEREAS**, pursuant to § 33.2-901 of the *Code of Virginia*, a section of highway may be discontinued from the Primary state highway system by the Commissioner of Highways, with the approval of the Commonwealth Transportation Board, if the highway is deemed to be no longer necessary for the uses of the Primary state highway system when a part of the highway has been or is straightened or the location of a part of it is altered; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Commonwealth Transportation Board approves the discontinuance of the roadway segments identified below and as depicted on Exhibit B attached hereto, as part of the Primary system of state highways, pursuant to §33.2-901, *Code of Virginia*, as the roadway is no longer necessary for the uses of the Primary state highway system and is no longer providing sufficient public convenience to warrant maintenance at public expense.

**Primary System of State Highways**

**Discontinuance**

Salem District

Pulaski County

- |                             |          |
|-----------------------------|----------|
| • Route 100, Segment A to B | 0.86 Mi. |
| • Route 100, Segment B to C | 0.16 Mi. |
| • Route 100, Segment B to D | 0.08 Mi. |

**Total Mileage Discontinued from the Primary System: 1.10 Mi.**

#####



## CTB Decision Brief

### Discontinuance – Primary System of State Highways Portion of Route 100 in Pulaski County

**Issue:** The Virginia Department of Transportation (VDOT), with the support of the Pulaski County Board of Supervisors, proposes to discontinue three segments of Route 100 in Pulaski County, totaling 1.10 mile in length. This proposed discontinuance is a result of VDOT Project 0100-077-105. Pursuant to §33.2-901 of the *Code of Virginia*, said discontinuance must be approved by the Commonwealth Transportation Board (Board).

**Facts:** VDOT Project 0100-077-105 includes the relocation of Route 100. Upon review of the area, VDOT staff determined that three segments of Route 100 should be discontinued as a part of the Primary System of State Highways, pursuant to § 33.2-901 of the *Code of Virginia*, as those segments are no longer necessary for the uses of the Primary state highway system, and therefore no longer provide a public convenience that warrants maintenance at public expense due to the construction and realignment of Route 100.

The Pulaski County Board of Supervisors, by letter of support on July 1, 2021 (Exhibit A, attached), supports the Board's discontinuance of the segments of Route 100 (road noted in "Red" as Segments A-B, B-C, and B-D on Exhibit B, attached), which are located in Pulaski County.

**Recommendation:** VDOT recommends the Board approve the discontinuance of the segments of Route 100 referenced above.

**Action Required by CTB:** The *Code of Virginia* requires a majority of the Board's members to approve the proposed discontinuance. A draft resolution and an exhibit describing the proposed road segments to be discontinued is provided for the Board's consideration.

**Result if Approved:** If approved, VDOT will suspend all its maintenance activity on the roadway segments.

**Options:** Approve, Deny or Defer

**Public Comments/Reaction:** Section 33.2-901 does not include a public notification requirement, but information regarding proposed changes to the highway system inventories was made publicly available during the planning and construction phases of VDOT Project 0100-077-105. VDOT (Commonwealth of Virginia) is the only property owner that is affected by the proposed discontinuance. The discontinued segments are needed to assess stormwater management devices. The Department has received no objections regarding the proposed changes.

## Exhibit A

### Board of Supervisors' Letter of Support



**Pulaski County Administrator  
Jonathan D. Sweet, ICMA-CM**

143 Third Street, NW, Suite 1  
Pulaski, Virginia 24301

Phone (540) 980-7705  
Fax (540) 980-7717  
jsweet@pulaskicounty.org

July 1, 2021

David Clarke  
Resident Engineer - VDOT Christiansburg Residency  
105 Cambria Street  
Christiansburg, VA 24073

**RE: Pulaski County VDOT Project 0100-077-105 Involving Route 100**

Dear Mr. Clarke:

In my capacity as County Administrator and on behalf of the Pulaski County Board of Supervisors, the County supports the highway system changes associated with VDOT Project 0100-077-105. These highway changes are shown in the attached project sketch and include:

Primary Abandonment - §33.2-906

- Route 100 - Segment D-E

Primary Discontinuance - §33.2-901


- Route 100 - Segment A-B
- Route 100 - Segment B-C
- Route 100 - Segment B-D

Primary Transfer to Secondary System - §33.2-315

- Route 100 to new Route 821 - Segment E-F

If you have any questions related to this project, do not hesitate to contact me.

Sincerely,

  
Jonathan D. Sweet, ICMA-CM  
County Administrator

Attachment

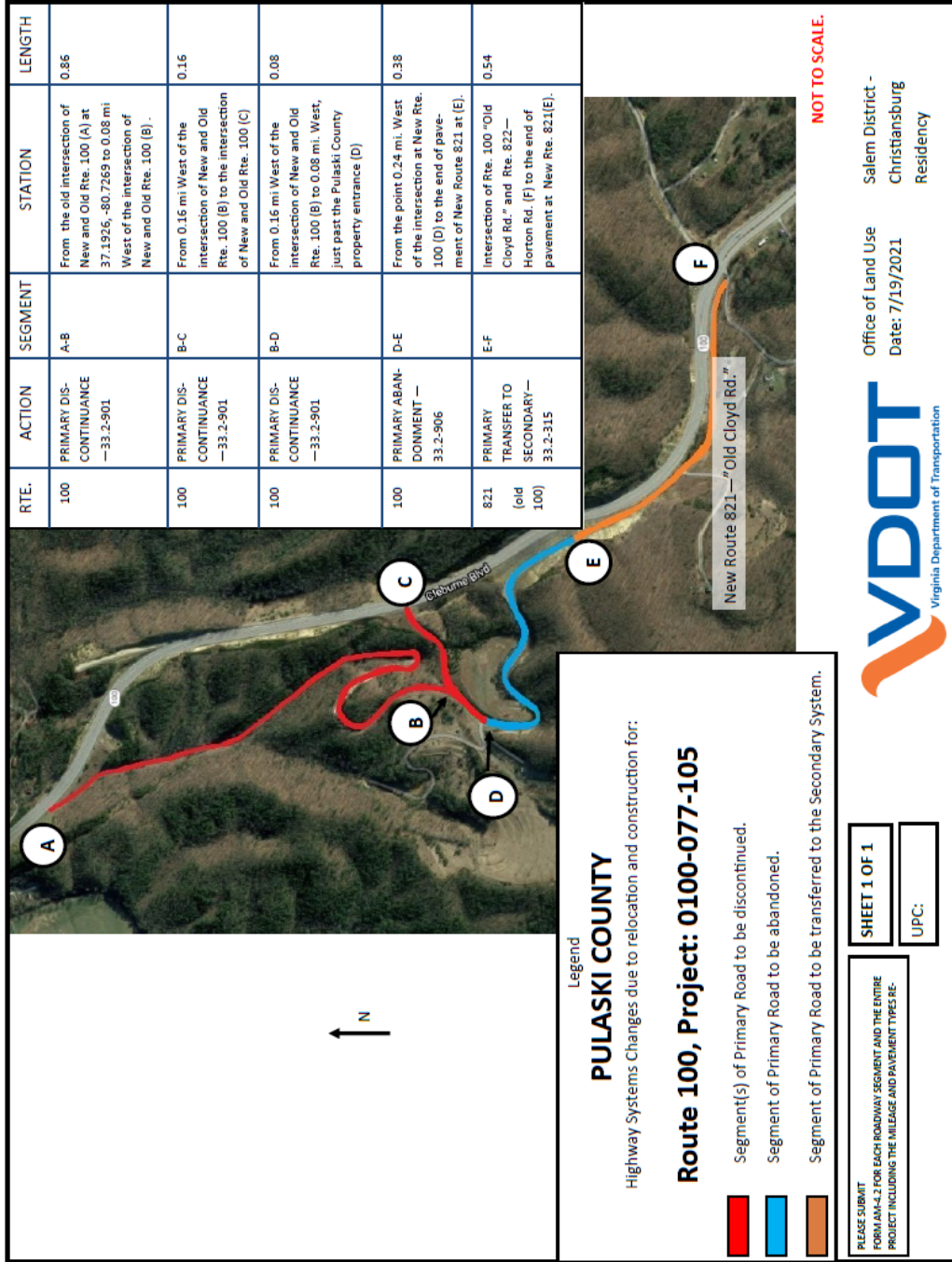
**RECEIVED**

JUL - 6 2021

Va. Dept. of Transportation  
Christiansburg Residency

## Exhibit B

### Sketch Including Proposed Road Segments to be Discontinued Route 100, Segments A-B, B-C and B-D, noted in Red







# 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**

**September 15, 2021**

#### **MOTION**

**Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_**

**Action: \_\_\_\_\_**

#### **Title: Highway Naming: Renaming Portion of Route 1 to “Richmond Highway” in Stafford County**

**WHEREAS**, Stafford County requests that the Commonwealth Transportation Board (CTB) rename a portion of U.S. Route 1 within Stafford County from Jefferson Davis Highway to Richmond Highway; and

**WHEREAS**, U.S. Route 1 is currently named Richmond Highway in Northern Virginia from the Washington, D.C. boundary to the northern boundary of Stafford County as it runs through the City of Alexandria, Arlington County, Prince William County and Fairfax County; and

**WHEREAS**, the Stafford Board of Supervisors seeks to rename the portion of U.S. Route 1 within Stafford County, extending from the border with Prince William County to Enon/Cambridge Street, from Jefferson Davis Highway to Richmond Highway, to render the name consistent with portions of the roadway to the north; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, by resolution dated December 15, 2020 and submitted to the CTB on April 7, 2021, Stafford County has expressed its intent and requested that the CTB rename the portion of U.S. Route 1, (Jefferson Davis Highway), located within the boundaries of Stafford County, from the County’s northern border with Prince William County south to Enon Road, to “Richmond Highway”; 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; and

**WHEREAS**, the Stafford County Board of Supervisors, in its resolution dated December 15, 2020, indicated/acknowledged that that § 33.2-213 requires Stafford County to pay the costs of producing, placing, and maintaining the signs calling attention to this naming and further specified that the change be implemented on a schedule and in a manner agreed upon by VDOT and the Stafford County Board of Supervisors.

**NOW THEREFORE BE IT RESOLVED**, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby renames the portion of U.S. Route 1 located within the boundaries of Stafford County, from the County's northern border with Prince William County south to Enon Road/Cambridge Street, from Jefferson Davis Highway to "Richmond Highway".

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

**BE IT FURTHER RESOLVED**, that VDOT is directed, as specified by the Stafford County Board of Supervisors in its December 15, 2020 resolution, to implement the naming in coordination with Stafford County on a schedule and in a manner agreed upon by VDOT and Stafford County.

#####

## CTB Decision Brief

### Highway Naming: Renaming Portion of Route 1 to “Richmond Highway” in Stafford County

**Issue:** Approval of the Commonwealth Transportation Board (CTB) is sought for the renaming of U.S. Route 1, Jefferson Davis Highway, within the boundaries of Stafford County, from the County’s northern border with Prince William County south to Enon Road/Cambridge Street, to “Richmond Highway”, as requested by Stafford County, pursuant to § 33.2-213 of the *Code of Virginia*.

**Facts:** The Stafford County Board of Supervisors enacted a resolution on December 15, 2020 requesting that the CTB rename the portion of U.S. Route 1 designated as Jefferson Davis Highway within Stafford County to “Richmond Highway”. As noted in that resolution, which was submitted to CTB members by email on April 7, 2021, U.S. Route 1 is a significant corridor in Stafford County which spans the entire length of the county through three magisterial districts and is part of the state highway system.

U.S. Route 1 is currently named “Richmond Highway” in Virginia from the Washington, D.C. boundary line to the northern boundary line of Stafford County, through the jurisdictions of the City of Alexandria, Arlington County, Prince William County and Fairfax County. The Stafford County Board of Supervisors seeks to rename the specified portion of U.S. Route 1 within Stafford County to be consistent with portions of the roadway to the north, and for the change to be implemented on a schedule and in a manner agreed upon by the Virginia Department of Transportation and the Stafford County Board of Supervisors.

Pursuant to § 33.2-213, the CTB has the power and duty 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, provided that, in a case such as this, the governing body within which the portion of the facility is located has passed a resolution requesting such naming. Pursuant to the statute, 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, while the costs of producing, placing, and maintaining these signs shall be paid by the localities in which they are located.

**Recommendations:** VDOT recommends this request be approved.

**Action Required by CTB:** The *Code of Virginia*, § 33.2-213, 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 CTB’s consideration.

**Result if Approved:** The portion of U.S. Route 1, Jefferson Davis Highway, that is within Stafford County, extending from the County’s northern border with Prince William County south to Enon Road/Cambridge Street, will be renamed to “Richmond Highway”, as requested by Stafford County. The Stafford County Board of Supervisors indicated/acknowledged in its resolution dated December 15, 2020, that § 33.2-213 of the *Code of Virginia* requires Stafford

County to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

**Options:** Approve, Deny, or Defer.



## Board of Supervisors

Crystal L. Vanuch, Chairman  
Cindy C. Shelton, Vice Chairman  
Tinesha Allen  
Meg Bohmke  
Thomas C. Coen  
L. Mark Dudenhefer  
Gary F. Snellings

April 7, 2021

Frederick J. Presley  
County Administrator

### Commonwealth Transportation Board

1401 East Broad Street

Richmond, VA 23219

Dear Secretary Valentine and Board Members,

On December 15, 2020, the Stafford County Board of Supervisors (Board) adopted Resolution R20-407; *A Resolution to Request the Commonwealth Transportation Board (CTB) Change the Name of a Portion of Route 1 in Stafford County from Jefferson Davis Highway to Richmond Highway*. In accordance with Virginia Code § 33.2-213, this letter and accompanying signed Resolution R20-407 reflect the Board's legislative intent to request the CTB change the portion of Route 1 in Stafford County designated as Jefferson Davis Highway to Richmond Highway.

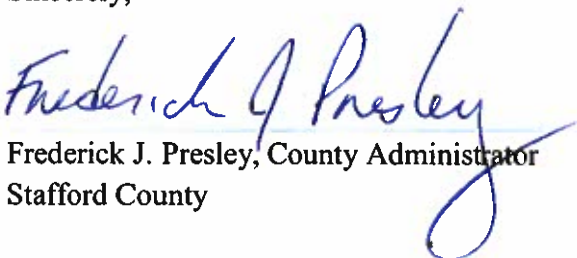
Route 1 in Stafford County is currently designated as Jefferson Davis Highway from the Prince William County line until the Enon Road/Cranes Corner Road intersection, where it becomes Cambridge Street. The CTB permitted the name Richmond Highway for Route 1 for localities north of Stafford within the Northern Virginia Region. As Route 1 is an economic corridor of regional and statewide significance, the Board believes the street name Richmond Highway should be extended into Stafford County to provide for a consistent and contiguous street network from Arlington County to Stafford County.

Governor Northam recently signed House Bill 2075 into law, which designates all portions of Route 1 named Jefferson Davis Highway in Virginia as Emancipation Highway by January 1, 2022. It is our understanding that the effective date of this legislation was delayed for the purpose of affording localities the opportunity to petition the CTB to consider alternate naming options. The Board wants to ensure a smooth and orderly transition to the name Richmond Highway by affording County staff, the Virginia Department of Transportation (VDOT), and the CTB the ability to work together to administer the name change.



Thank you for taking the time to read this letter. Stafford County appreciates your service to the Commonwealth and respectfully requests the CTB's consideration of the name Richmond Highway on a future CTB meeting agenda.

Sincerely,

  
Frederick J. Presley, County Administrator  
Stafford County

CC: Sec. Shannon Valentine, Chairperson

Mr. Stephen Birch, VDOT Commissioner

Ms. Jennifer Mitchell, Director of DRPT

Ms. Marcie Parker

Mr. Cedric B. Rucker

Mr. Jerry L. Stinson

Ms. Mary H. Hynes

Ms. Alison DeTuncq

Mr. Bert Dodson, Jr.

Mr. W. Sheppard Miller III

Mr. Carlos M. Brown

Mr. Stephen A. Johnsen

Mr. Mark A. Merrill

Mr. E. Scott Kasprowicz

Mr. Raymond D. Smoot, Jr.



## Board of Supervisors

Mr. Marty Williams

Mr. John Malbon

Mr. Greg Yates

BOARD OF SUPERVISORS  
COUNTY OF STAFFORD  
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 15<sup>th</sup> day of December, 2020:

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<u>MEMBERS:</u>	<u>VOTE:</u>
Meg Bohmke, Chairman	Yes
Thomas C. Coen, Vice Chairman	Yes
Tinesha O. Allen	Absent
L. Mark Dudenhefer	Yes
Cindy C. Shelton	No
Gary F. Snellings	Absent
Crystal L. Vanuch	Yes

---

On motion of Mr. Dudenhefer, seconded by Mr. Coen, which carried by a vote of 4 to 1, the following was adopted:

A RESOLUTION TO REQUEST THE COMMONWEALTH  
TRANSPORTATION BOARD TO CHANGE THE NAME OF A  
PORTION OF ROUTE 1 IN STAFFORD COUNTY FROM  
JEFFERSON DAVIS HIGHWAY TO RICHMOND HIGHWAY

WHEREAS, Section 33.2-213 of the Code of Virginia grants authority to the Commonwealth Transportation Board to name highways, bridges, interchanges, and other transportation facilities in the state highway system; and

WHEREAS, Section 33.2-213 requires a resolution passed by the governing body of a locality and approval from the Commonwealth Transportation Board to change the name of a roadway in the state highway system; and

WHEREAS, Route 1 is a significant corridor in Stafford County which spans from the County's northern border with Prince William County to Enon Road (where it changes to Cambridge Street) through three magisterial districts, and is part of the state highway system; and

WHEREAS, Route 1 is currently named Richmond Highway in Virginia, from the Washington D.C. boundary line to the northern boundary line of Stafford County, through the jurisdictions of the City of Alexandria and Counties of Arlington, Fairfax and Prince William; and

WHEREAS, the Board seeks to rename a portion of Route 1 within Stafford County that is currently named Jefferson Davis Highway to Richmond Highway to be consistent with portions of the roadway to the north;




NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the 15<sup>th</sup> day of December, 2020, that it be and hereby does requests the Commonwealth Transportation Board (CTB) to change the name of that portion of Route 1 starting from the Stafford County line with Prince William County and ending at Cambridge Street, from Jefferson Davis Highway to Richmond Highway; and

BE IT FURTHER RESOLVED that this name change will be implemented on a schedule and in a manner agreed upon by the Virginia Department of Transportation and the Board; and

BE IT FURTHER RESOLVED that the Board understands that the costs of producing, placing, and maintaining the signs shall be paid by Stafford County as required by Section 33.2-213 of the Code of Virginia if the name change is approved by the CTB; and

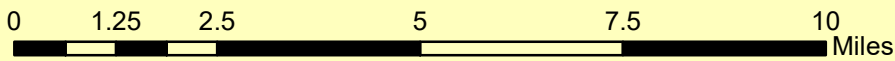
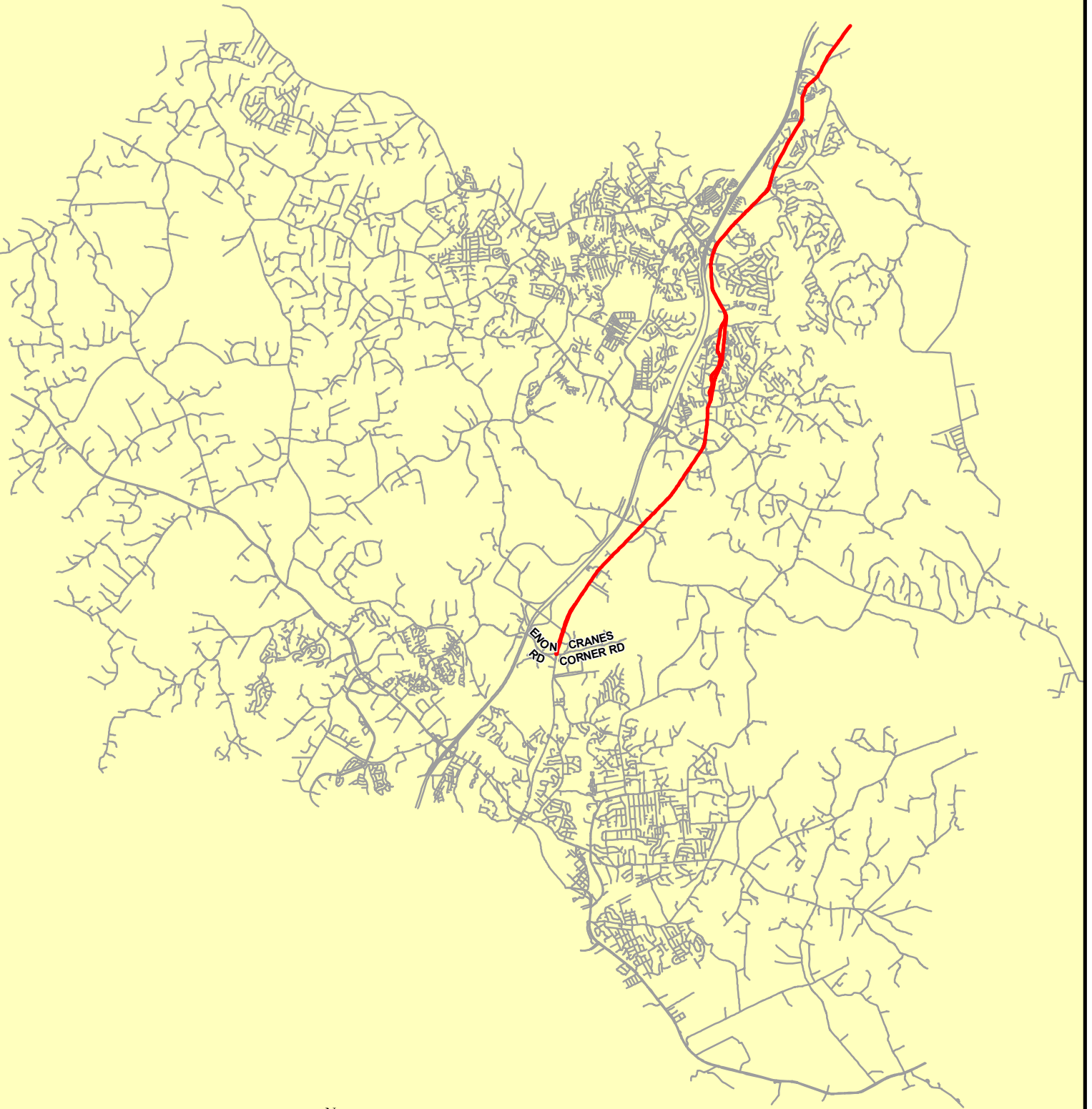
BE IT STILL FURTHER RESOLVED that notwithstanding, the County Administrator, or his designee, is authorized to provide this resolution to the General Assembly along with a letter requesting funding and other assistance for signs, and for residents and businesses affected by the road name change.

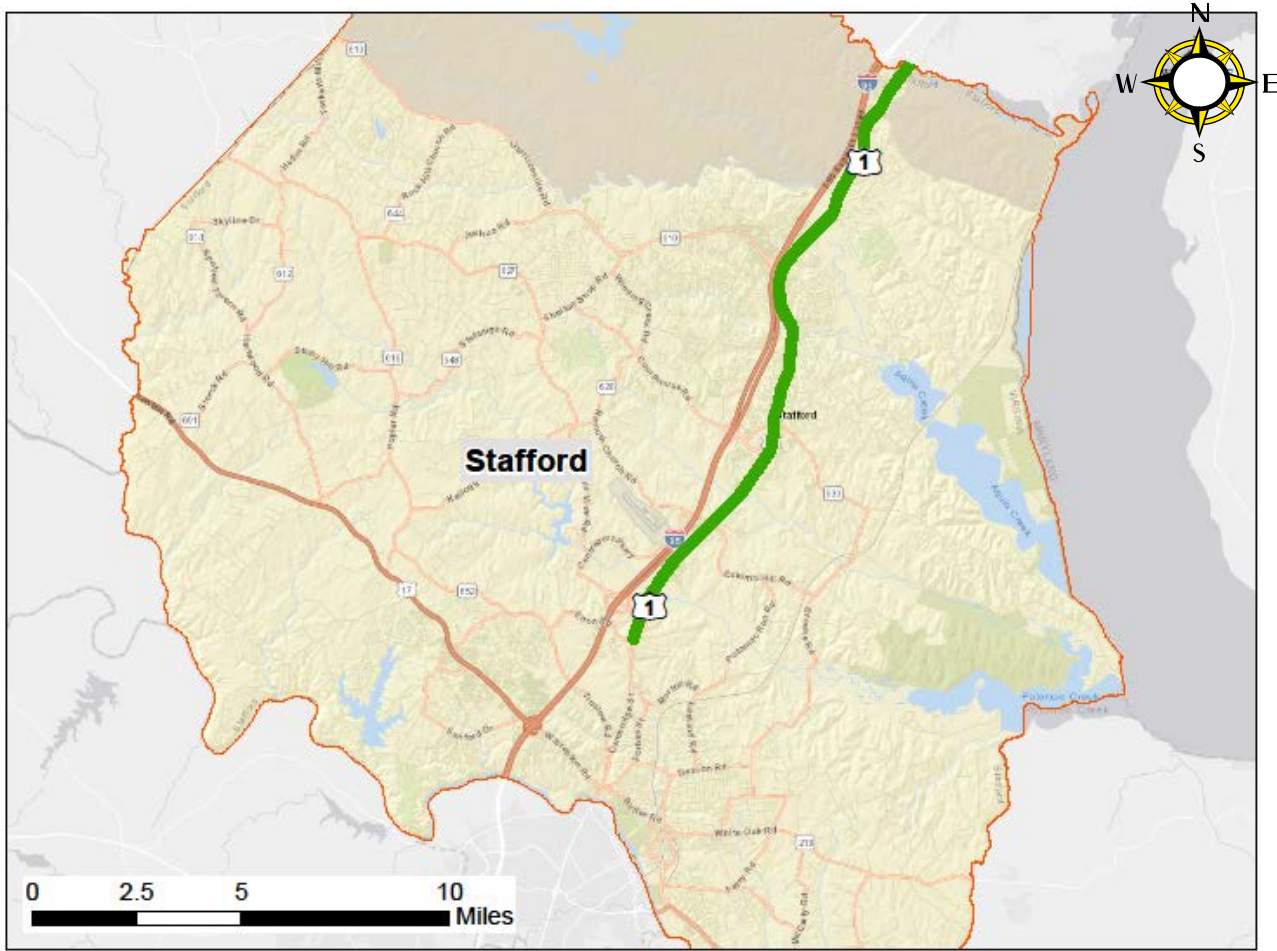
A Copy, teste:

  
\_\_\_\_\_  
Frederick J. Presley  
County Administrator

FJP:mts


— Jefferson Davis Hwy





Maintenance Division  
Sept 15, 2021

## Stafford County Proposed Highway Segment Naming: “Richmond Highway”

 Proposed Highway Naming



# 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 # 8*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 15, 2021

#### MOTION

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

**Title: Highway Naming: Renaming Portion of U. S. Route 1 to “Route 1” in Chesterfield County**

**WHEREAS**, Chesterfield County requests that the Commonwealth Transportation Board (CTB) rename the entire portion of U.S. Route 1 within Chesterfield County from “Jefferson Davis Highway” to “Route 1”; and

**WHEREAS**, the Chesterfield Board of Supervisors seeks to rename the portion of U.S. Route 1 within the borders of Chesterfield County; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, by resolution dated June 23, 2021, Chesterfield County has expressed its intent and requested that the CTB rename the portion of U.S. Route 1, (Jefferson Davis Highway), located within the boundaries of Chesterfield County, to “Route 1”; 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; and

**WHEREAS**, Chesterfield County, in a Board of Supervisors resolution dated June 23, 2021, and by letter dated August 16, 2021 has agreed that § 33.2-213 requires Chesterfield

Resolution of the Board

Highway Naming: Renaming Portion of U.S. Route 1 to "Route 1" in Chesterfield County

September 15, 2021

Page 2 of 2

County to pay the costs of producing, placing, and maintaining the signs calling attention to this naming.

**NOW THEREFORE BE IT RESOLVED**, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby renames the entire portion of U.S. Route 1 located within the boundaries of Chesterfield County, to "Route 1".

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

####

## CTB Decision Brief

### Highway Naming: Renaming U.S. Route 1 to “Route 1” in Chesterfield County

**Issue:** Approval of the Commonwealth Transportation Board (CTB) is sought for the renaming of U.S. Route 1, Jefferson Davis Highway, within the boundaries of Chesterfield County, to “Route 1”, as requested by Chesterfield County, pursuant to § 33.2-213 of the *Code of Virginia*.

**Facts:** The Chesterfield County Board of Supervisors enacted a resolution on June 23, 2021 requesting that the CTB rename the portion of U.S. Route 1 designated as Jefferson Davis Highway within Chesterfield County to “Route 1”.

Pursuant to § 33.2-213, the CTB has the power and duty 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, provided that, in a case such as this, the governing body within which the portion of the facility is located has passed a resolution requesting such naming. Pursuant to the statute, 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, while the costs of producing, placing, and maintaining these signs shall be paid by the localities in which they are located.

**Recommendations:** VDOT recommends this request be approved.

**Action Required by CTB:** The *Code of Virginia*, § 33.2-213, 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 CTB’s consideration.

**Result if Approved:** The entire portion of U.S. Route 1, Jefferson Davis Highway, that is within Chesterfield County, will be renamed to “Route 1”, as requested by Chesterfield County. Chesterfield County, in a Board of Supervisors resolution dated June 23, 2021, and in a letter dated August 16, 2021, has agreed that § 33.2-213 of the *Code of Virginia* requires Chesterfield County 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.



**Chesterfield County, Virginia**  
**Community Development**

9901 Lori Road, Suite 500 – P.O. Box 40 – Chesterfield, VA 23832  
Phone: (804) 748-1047 – Fax: (804) 748-3952 – Internet: chesterfield.gov

Jesse W. Smith, P.E.  
Deputy County Administrator

August 16, 2021

Ms. Rebecca Worley, P.E.  
Chesterfield Resident Engineer  
Virginia Department of Transportation

**Re: Route 1 Renaming – Chesterfield County**

Dear Rebecca:

As it pertains to the county's request to rename Jefferson Davis Highway, Chesterfield County agrees to pay the costs of producing, placing, and maintaining the signs related to the highway naming, as applicable.

Sincerely,

A handwritten signature in cursive script that reads "Jesse W. Smith".

Jesse W. Smith, P.E.  
Deputy County Administrator  
Chesterfield County

JWS/nab

CHESTERFIELD COUNTY: At a regular meeting of the Board of Supervisors, held in the Public Meeting Room at the Chesterfield Administration Building on June 23, 2021 at 6 p.m.

\*12.B.1.g. RESOLUTION REQUESTING COMMONWEALTH TRANSPORTATION BOARD TO CHANGE THE NAME OF JEFFERSON DAVIS HIGHWAY LOCATED IN CHESTERFIELD COUNTY TO ROUTE 1

On motion of Ms. Haley, seconded by Mr. Ingle, the Board adopted the following resolution:

WHEREAS, On February 3, 2021, the Virginia House of Delegates voted to rename all remaining portions of Jefferson Davis Highway in Virginia to "Emancipation Highway" beginning on January 1, 2022; and

WHEREAS, the bill was approved by the State Senate on February 25, 2021 and signed into law by Governor Ralph Northam; and

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 and placing such signs shall be paid by the localities in which they are located.

NOW, THEREFORE, BE IT RESOLVED that Chesterfield County, in accordance with Section 33.2-213 of the Code of Virginia, does hereby request that the CTB rename the portion of Jefferson Davis Highway that lies within the boundaries of the County "Route 1".

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

Ayes: Holland, Winslow, Ingle, Carroll and Haley.

Nays: None.



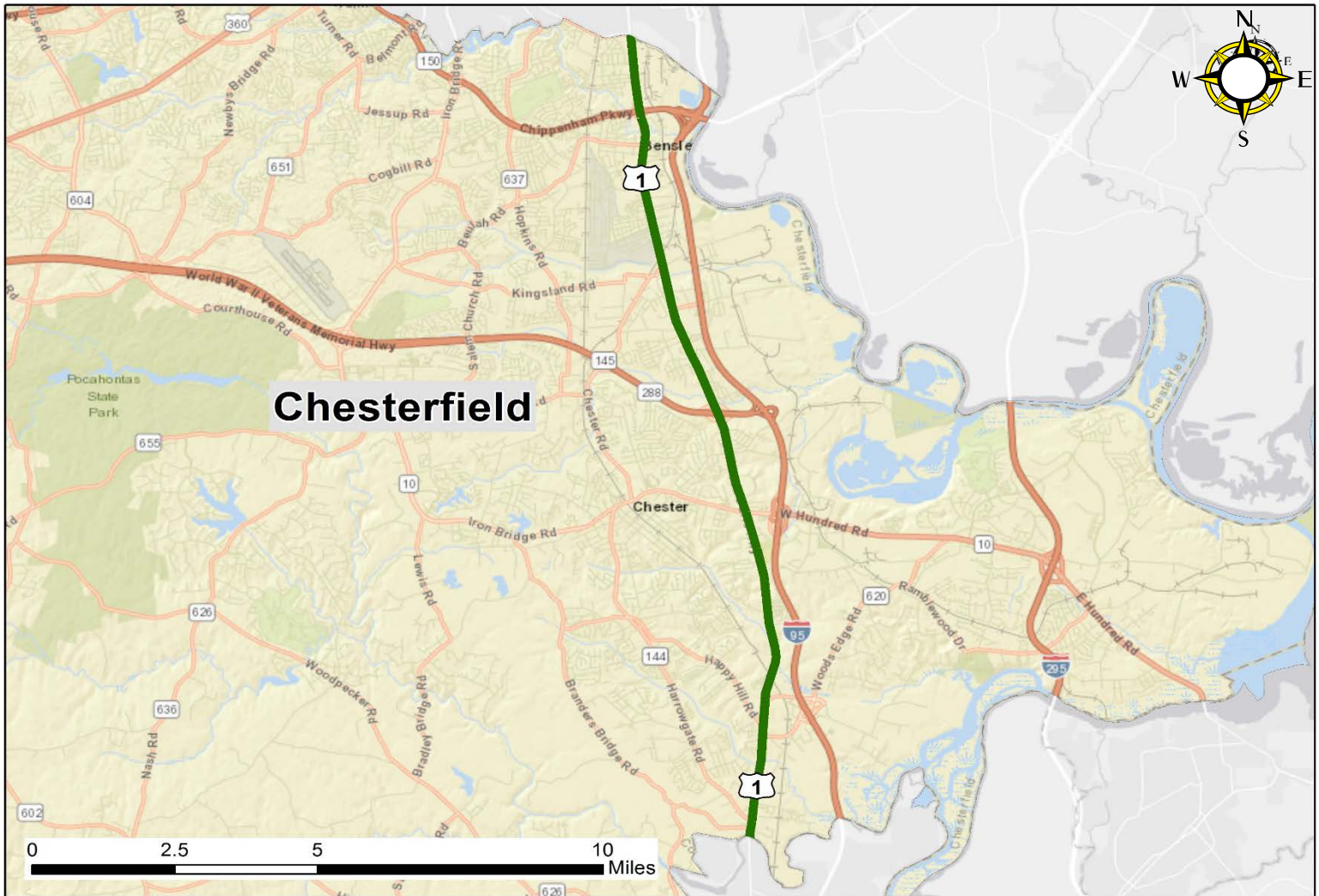
Certified By:



---


Susan M. Wilson  
Deputy Clerk to the Board of  
Supervisors

**\*DRAFT MINUTES TO BE APPROVED AT THE REGULARLY SCHEDULED MEETING  
ON JULY 28, 2021.**



Chesterfield County

Proposed Highway Segment Naming:  
**“ROUTE 1”**

 Proposed Highway Naming



# 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 #9*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**September 15, 2021**

#### **MOTION**

**Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_**

**Action: \_\_\_\_\_**

#### **Title: Highway Naming: "Twin Depot Parkway"**

**WHEREAS**, the counties of Bland, Giles and Tazewell, along with the Towns of Tazewell and Narrows wish to name State Route 61, in its entirety, the "Twin Depot Parkway"; and

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, the aforementioned counties and towns have requested, by resolutions of various dates in May and June of 2021, that the Commonwealth Transportation Board (CTB), name State Route 61, from its beginning at the intersection of State Route 16, West Riverside Drive and Tazewell Avenue, in the neighborhood of North Tazewell in the Town of Tazewell, Tazewell County to its end at U.S. Route 460, Virginia Avenue in the Town of Narrows, Giles County as the "Twin Depot Parkway"; 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; and

**WHEREAS**, the aforementioned county Boards of Supervisors and Town Councils have indicated in their respective resolutions of various dates in May and June of 2021 that they each agree to pay VDOT for the costs of producing, placing, and maintaining the signs calling attention to this naming in their respective jurisdictions.

Resolution of the Board  
Highway Naming "Twin Depot Parkway"  
September 15, 2021  
Page 2 of 2

**NOW THEREFORE BE IT RESOLVED**, pursuant to § 33.2-213 of the *Code of Virginia*, the CTB hereby names State Route 61, from its beginning at the intersection of State Route 16, West Riverside Drive and Tazewell Avenue, in the neighborhood of North Tazewell in the Town of Tazewell, Tazewell County to its end at U.S. Route 460, Virginia Avenue in the Town of Narrows, Giles County as the "Twin Depot Parkway"; 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 Bland, Giles and Tazewell Counties and the Towns of Tazewell and Narrows for these costs as required by law.

####

**CTB Decision Brief**  
Highway Naming: “Twin Depot Parkway”

**Issue:** Approval of the Commonwealth Transportation Board (CTB) is sought for the commemorative naming of State Route 61, from its beginning at the intersection of State Route 16, West Riverside Drive and Tazewell Avenue, in the neighborhood of North Tazewell in the Town of Tazewell, Tazewell County to its end at U.S. Route 460, Virginia Avenue in the Town of Narrows, Giles County as the “Twin Depot Parkway”, as requested by Bland, Giles and Tazewell Counties and the Towns of Tazewell and Narrows.

**Facts:** The aforementioned counties and towns Boards of Supervisors and Town Councils have enacted resolutions on various dates in May and June of 2021 requesting this naming. Based on those resolutions, State Route 61 runs near multiple train stations, including at least one that is still in active use, and metal railroad trusses. This route crosses and parallels Norfolk Southern rail line in multiple places and includes beautiful, sweeping views of some of Virginia’s mountains and valleys.

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

**Action Required by CTB:** The *Code of Virginia*, § 33.2-213, 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 CTB’s consideration.

**Result if Approved:** State Route 61, from its beginning at the intersection of State Route 16, West Riverside Drive and Tazewell Avenue, in the neighborhood of North Tazewell in the Town of Tazewell, Tazewell County to its end at U.S. Route 460, Virginia Avenue in the Town of Narrows, Giles County will be known as the “Twin Depot Parkway” as requested by Bland, Giles and Tazewell Counties and the Towns of Tazewell and Narrows. In accordance with § 33.2-213 of the *Code of Virginia*, Bland, Giles and Tazewell Counties and the Towns of Tazewell and Narrows agree, by various resolutions dated in May and June of 2021, 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.



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

870 Bonham Road  
Bristol, VA 24201

STEPHEN C. BRICH, P.E.  
COMMISSIONER

August 10, 2021

Mr. Brack Dunn  
Roadway Data Inventory Manager

Route 61 Commemorative Naming  
From: Tazewell Railroad Depot  
To: Narrows Railroad Depot

Brack:

Over the last few years, leaders in the Towns of Tazewell of Narrows and the Counties of Bland, Giles and Tazewell have pursued a designation for the entire length of the Route. After exploring options, the group's efforts settled on a commemorative naming utilizing The Twin Depot Parkway. Additional information is included within the resolutions from each governmental entity discussing the route and its historical significance.

There are several documents attached, including a map showing the entire length of the route proposed for the commemorative naming. Each town and county has also passed resolutions as needed for the commemorative naming. A corresponding map is included for each resolution.

Should you have questions or need clarification, please contact me.

Regards

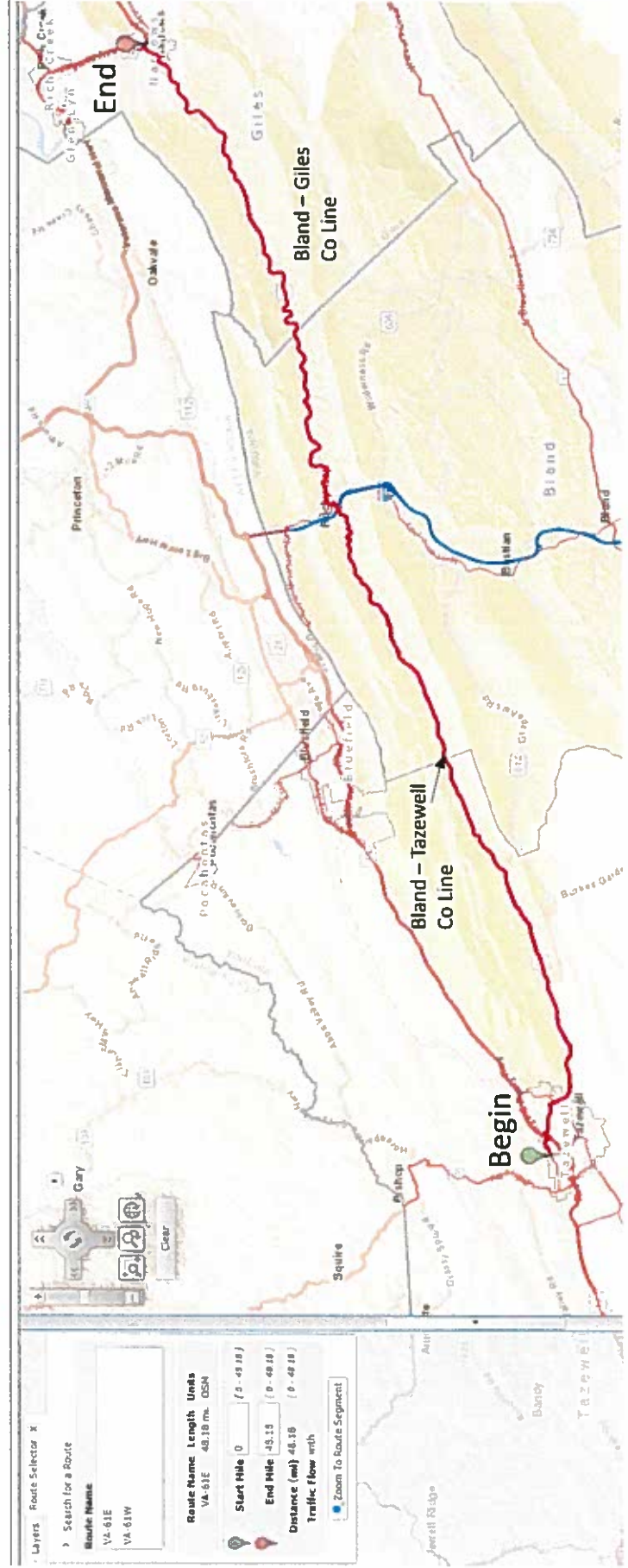
A handwritten signature in black ink that reads "Jeff G. Buchanan".

Jeff G. Buchanan  
Assistant Residency Engineer  
Lebanon Residency

## **ATTACHMENTS**

- 1. Overall Commemorative Named Road**
- 2. Town of Tazewell Resolution**
- 3. Map of Segment Within Tazewell Corporate Limits**
- 4. Tazewell County Resolution**
- 5. Map of Segment Within Tazewell County**
- 6. Bland County Resolution**
- 7. Map of Segment Within Bland County**
- 8. Giles County Resolution**
- 9. Map of Segment within Giles County**
- 10. Town of Narrows Resolution**
- 11. Map of Segment within Town of Narrows**

# Route 61 Commemorative Naming





## **RESOLUTION**

**WHEREAS**, Virginia State Primary Route 61 is one of the shortest primary routes in the Commonwealth and traverses thru only three counties; Giles, Bland and Tazewell County; and

**WHEREAS**, one end of Virginia 61 lies just across the Norfolk Southern tracks within eye site of the Tazewell Train Station while the other terminus of Virginia 61 lies just across the New River within eye sight of the Narrows Train Station; and

**WHEREAS**, these two depots were built with the same blue print and stand today as two identical stations just 48 miles apart; and

**WHEREAS**, Virginia 61 was first labeled 61 in 1933 with the advent of modern roads, several secondary routes were tied together in the shadow of the Buckhorn and East River Mountains during the first half of the twentieth century; and

**WHEREAS**, by 1948 one uninterrupted Route 61 connected the towns of Narrows in Giles County and North Tazewell in Tazewell County; and

**WHEREAS**, today Virginia 61 begins at an intersection with Virginia 16 in the North Tazewell neighborhood of the town of Tazewell and just across the Norfolk Southern Clinch Valley Line tracks from the Tazewell Train Station; and

**WHEREAS**, the route continues east along Riverside Drive parallel to the Clinch River. Virginia 61 passes through a four-ramp partial cloverleaf interchange with US 19 and US 460 to the neighborhood of Four Way. Here the route passes by Tazewell's Lincolnshire Park, Lincolnshire Pool and the Tazewell Aqua Park. Then, the highway turns south as Freedom Drive, meets a Norfolk Southern Railway rail line at grade, and crosses the North Folk Clinch River. Just south of the river and just east of the confluence of the North and South forks to form the main river, Virginia 61 intersects US 19 Business and US 460 Business (Fincastle Turnpike); and

**WHEREAS**, Virginia 61 leaves the town of Tazewell and curves to the east to follow the South Fork Clinch River through the Clinch Valley between Buckhorn Mountain to the north and Rich Mountain to the south; and

**WHEREAS**, Virginia 61 passes the origin of the Clinch River South Fork at the Tennessee Valley Divide in the community of Gratton where the highway intersects Virginia 623 (Burkes Garden Road), which leads over Rich Mountain to Burkes Garden. Virginia 61 continues east along Clear Fork of the Wolf Creek through the community of Shawver Mill and enters Bland County; and

**WHEREAS**, the state highway continues east as Clear Fork Creek Road, which passes through Stowersville on the way to Rocky Gap. Here Virginia 61 has a short concurrence with US 52 and briefly expands to a four-lane divided highway through a diamond interchange with I-77. The two highways make a sharp turn north, then split in Rocky Gap where the Clear Fork enters Wolf Creek; and

**WHEREAS**, Virginia 61 continues east as Wolf Creek Road through the valley of Wolf Creek between Buckhorn Mountain to the north and Wolf Creek Mountain to the south; and

**WHEREAS**, the highway passes through Round Bottom then enters Giles County; and

**WHEREAS**, Virginia 61 passes through several small communities its way to Narrows. The state highway enters the town as Park Drive passing the Narrows Town Park on Wolf Creek and continuing as Monroe Street. North of its intersection with Virginia 100 (Main Street), Virginia 61 continues as McArthur Lane, which passes under a Norfolk Southern rail line and crosses over the New River and US 460 (Virginia Avenue); and

**WHEREAS**, the state highway turns east onto Fleshman Street and turns south to reach its eastern terminus at an intersection with US 460 just across the New River from the Narrows Train Station. Much of the route passes through Southwest Virginia farmland. Following the Clinch River, the Clear Fork of Wolf Creek and Wolf Creek itself, the highway provides sweeping views of mountains and valleys through the three-county region; and

**WHEREAS**, amazing views are plentiful along the route which include Virginia's highest valley and largest rural historic district, Burke's Garden and the beauty of trees that canopy the Giles County section as it along Wolf Creek Valley.

**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 the Town of Tazewell, in accordance with Section 33.2-213 of the Code of Virginia, does hereby request that the CTB name the highway on Route 61, "Riverside Drive / Ben Bolt Avenue / Gratton Road", from the intersection of Tazewell Avenue/Riverside Drive at the North Tazewell Post Office to the Route 16 eastern corporate limits which is located near the Four Seasons YMCA in the Town of Tazewell as the "Twin Depot Parkway".

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

Given under my hand this 11<sup>th</sup> day of May, 2021.



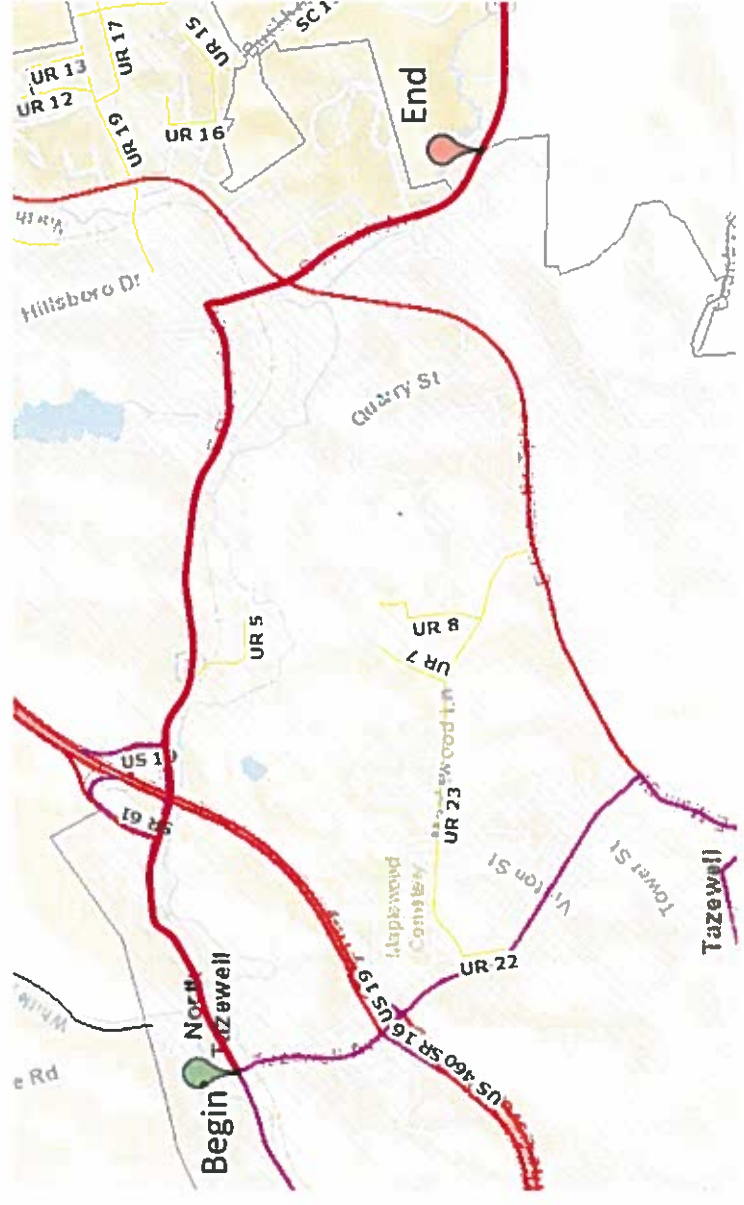
Michael F. Hoops, Mayor

ATTESTED BY:



Todd Day, Town Manager

# Town of Tazewell Segment



VIRGINIA: AT A REGULAR MEETING OF THE BOARD OF SUPERVISORS OF TAZEWELL COUNTY, VIRGINIA HELD AT THE COUNTY ADMINISTRATION BUILDING, LOCATED AT 197 MAIN STREET, IN THE TOWN OF TAZEWELL, VIRGINIA, ON THE 29TH DAY OF JUNE, 2021, THE FOLLOWING RESOLUTION WAS ADOPTED, UPON A MOTION AND SECOND:

Resolution No.: 21-014

Date: June 29, 2021

**RESOLUTION FOR HIGHWAY NAMING OF VIRGINIA STATE ROUTE 61, FROM THE TAZEWELL COUNTY BORDER TO THE BLAND COUNTY BORDER IN THE COUNTY OF TAZEWELL, AS "TWIN DEPOT PARKWAY"**

**WHEREAS**, the Board of Supervisors on behalf of the County of Tazewell (hereafter, "the Board"), in conjunction with neighboring localities, recognizes the value in recognizing the historical past in our communities;

**WHEREAS**, Virginia Primary State Route 61 (hereafter, "Route 61") is one of the shortest primary state routes in the Commonwealth and traverses only three counties, being Giles County, Bland County, and Tazewell County;

**WHEREAS**, one end of Route 61 lies just across the Norfolk Southern tracks within sight of the Tazewell Train Station, while the other terminus of Route 61 lies just across the New River within sight of the Narrows Train Station;

**WHEREAS**, these two depots were built with the same blueprint and stand today as two identical stations just forty-eight (48) miles apart; and

**WHEREAS**, Route 61 was first labeled as Route 61 in 1933 with the advent of modern roads, which tied together several secondary routes in the shadow of the Buckhorn and East River Mountains during the first half of the twentieth (20<sup>th</sup>) century;

**WHEREAS**, by 1948, one (1) uninterrupted Route 61 connected the towns of Narrows in Giles County and Tazewell in Tazewell County;

**WHEREAS**, today Route 61 begins at an intersection with Virginia Primary State Route 16 in the town of Tazewell, near the neighborhood of North Tazewell, and just across the Norfolk Southern Clinch Valley Line tracks from the Tazewell Train Station;

**WHEREAS**, the Route 61 continues east along Riverside Drive parallel to the Clinch River; passing through a four (4)-ramp partial cloverleaf interchange with U.S. Route 19 and U.S. Route 460 to the neighborhood of Four Way; then passing by Tazewell's Lincolnshire Park, Lincolnshire Pool ,and Tazewell Aqua Park; then turning south as Freedom Drive; then meeting the Clinch River just east of the confluence of the North and South Forks to form the main Clinch River; then intersecting with U.S. Route 19 Business and U.S. Route 460 Business (being Fincastle Turnpike);

**WHEREAS**, Route 61 leaves the town of Tazewell and curves to the east to follow the South Fork of the Clinch River through the Clinch Valley between Buckhorn Mountain to the north and Rich Mountain to the South;

**WHEREAS**, Route 61 passes the origin of the South Fork of the Clinch River at the Tennessee Valley Divide in the community of Gratton, where the highway intersects Virginia Secondary Route 623 (being Burkes Garden Road), which leads over Rich Mountain to Burkes Garden; then continuing east along Clear Fork of Wolf Creek through the community of Shawver Mill; then entering Bland County;

**WHEREAS**, Route 61 continues east as Clear Fork Creek Road, which passes through the community of Stowersville on the way to the Town of Rocky Gap; then concurring with U.S. Route 52 and briefly expanding to a four (4)-lane divided highway through a diamond interchange with Interstate 77; then both highways making a sharp turn north and splitting in Rocky Gap where Clear Fork enters Wolf Creek;

**WHEREAS**, Route 61 continues east as Wolf Creek Road through the valley of Wolf Creek between Buckhorn Mountain to the north and Wolf Creek Mountain to the south;

**WHEREAS**, Route 61 passes through the community of Round Bottom, then entering Giles County;

**WHEREAS**, Route 61 passes through several small communities as it reaches the Town of Narrows; then entering Narrows as Park Drive; passing the Narrows Town Park along Wolf Creek and continuing as Monroe Street; then continuing as McArthur Lane north of its intersection with Virginia Primary State Route 11 (being Main Street); then passing under a Norfolk Southern rail line; then crossing over the New River and U.S. Route 460 (being Virginia Avenue);

**WHEREAS**, Route 61 turns east onto Fleshman Street; then turns south to reach its eastern terminus at an intersection with U.S. Route 460 just across from the New River at the Narrows Train Station;

**WHEREAS**, much of Route 61 passes through Southwest Virginia farmland, following the Clinch River, the Clear Fork of Wolf Creek, and Wolf Creek, providing sweeping views of mountains and valleys through the three (3)-county region;

**WHEREAS**, amazing views are plentiful along Route 61, which include Virginia's highest valley and largest rural historic district, being the community of Burke's Garden, and the beauty of trees that canopy the Giles County section as it moves along Wolf Creek Valley;

**WHEREAS**, Section 33.2-213 of the Code of Virginia (1950), as amended, authorizes the Commonwealth Transportation Board (hereafter, "CTB") to give suitable names to state highways, bridges, interchanges, and other transportation facilities and to 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 of the Code of Virginia (1950), as amended, provides that the Virginia Department of Transportation (hereafter, "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;


**NOW THEREFORE**, be it **RESOLVED**, that the County of Tazewell, Virginia, in accordance with Section 33.2-213 of the Code of Virginia (1950), as amended, does hereby request that the CTB name Route 61 from the Town of Tazewell Corporate Limits to the Bland County line as "Twin Depot Parkway".

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

It is so **RESOLVED** this 29th day of June, 2021.

ATTEST:

  
\_\_\_\_\_  
Thomas A. Lester, Jr.  
Chairman – Board of Supervisors

  
\_\_\_\_\_  
C. Eric Young  
Tazewell County Administrator

RECORDED VOTE:

MEMBERS PRESENT:	<u>Asbury, Lester, Hymes, Plaster, Stacy</u>
MEMBERS ABSENT:	<u>NONE</u>
AYES:	<u>Asbury, Lester, Hymes, Plaster, Stacy</u>
NAYS:	<u>NONE</u>
ABSTENTIONS:	<u>NONE</u>



# Tazewell County Segment



# County of Bland

Board of Supervisors



Commonwealth  
of Virginia

## RESOLUTION

**Highway naming of Virginia Route 61, from the Tazewell County boarder to the Giles County boarder in the County of Bland, "Twin Depot Parkway".**

**WHEREAS**, the Board of Supervisors on behalf of the County of Bland, in conjunction with neighboring localities, recognizes the value in recognizing the historical past in our communities; and

**WHEREAS**, Virginia Route 61 is one of the shortest primary routes in the Commonwealth and traverses thru only three Counties (Giles, Bland, and Tazewell), with all three localities having shared history associated with rail service; and

**WHEREAS**, one end of Virginia Route 61 lies just across the Norfolk Southern rail tracks near the Tazewell Train Station while the other terminus of Virginia Route 61 lies just across the New River near the Narrows Train Station; and

**WHEREAS**, these two depots were built with the same blue print and stand today as two identical stations just forty-eight (48) miles apart; and

**WHEREAS**, this route has sweeping curves, sharp turns, intersects with Interstate 77 in the Rocky Gap community at a mid-way point, where it crosses Wolf Creek near the historic Wolf Creek Bridge which was once a part of Route 61 and is listed on the National Register of Historic Places and is a metal truss railroad bridge built about 1912 by the New River, Holston, and Western Railroad Company; and

**WHEREAS**, the New River, Holston, and Western Railroad Company, which was sold to the Norfolk and Western Railroad Company in 1919, who then operated train stations in Bland County communities of Niday, Round Bottom, Rocky Gap, Novis, Hicksville, and

Suiter until it was abandoned and Virginia Route 61 was constructed on the original railroad bed through lower Wolf Creek in 1946; and

**WHEREAS**, Virginia Route 61 leaves the town of Tazewell and curves to the east to follow the South Fork Clinch River through the Clinch Valley between Buckhorn Mountain to the north and Rich Mountain to the south; and

**WHEREAS**, Virginia Route 61 passes the origin of the Clinch River South Fork at the Tennessee Valley Divide in the community of Gratton where the highway intersects Virginia 623 (Burkes Garden Road), which leads over Rich Mountain to Burkes Garden. Virginia 61 continues east along Clear Fork of the Wolf Creek through the community of Shawver Mill and enters Bland County; and

**WHEREAS**, the state highway continues east as Clear Fork Creek Road, which passes through the communities of Clear Fork, Stowersville, and Byron on the way to Rocky Gap, where Virginia Route 61 has a short concurrence with US 52 and briefly expands to a four-lane divided highway through a diamond interchange with I-77. The two highways make a sharp turn north, then split in Rocky Gap where the Clear Fork Creek enters Wolf Creek; and

**WHEREAS**, Virginia Route 61 continues east as Wolf Creek Road through the valley of Wolf Creek between Buckhorn Mountain to the north and Wolf Creek Mountain to the south; and

**WHEREAS**, the highway passes through Round Bottom and Niday, then enters Giles County; and

**WHEREAS**, Virginia Route 61 passes through several small communities in Giles County on its way to Narrows. The state highway enters the town as Park Drive passing the Narrows Town Park on Wolf Creek and continuing as Monroe Street. North of its intersection with Virginia 100 (Main Street), Virginia 61 continues as McArthur Lane, which passes under a Norfolk Southern rail line and crosses over the New River and US 460 (Virginia Avenue); and

**WHEREAS**, the state highway turns east onto Fleshman Street and turns south to reach its eastern terminus at an intersection with US 460 just across the New River from the Narrows Train Station. Much of the route passes through Southwest Virginia farmland. Following the Clinch River, the Clear Fork of Wolf Creek and Wolf Creek itself, the

highway provides sweeping views of mountains and valleys through the three-county region; and

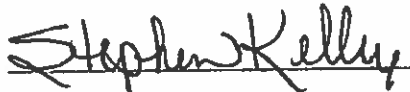
**WHEREAS**, Section 33.2-213 of the Code of Virginia authorizes the Commonwealth Transportation Board (CTB) to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities 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 the County of Bland, in accordance with Section 33.2-213 of the Code of Virginia, does hereby request that the CTB commemoratively name Virginia Route 61, from the boarder of Tazewell County to the boarder of Giles County, as the "Twin Depot Parkway".

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

*Adopted by the Bland County Board of Supervisors, May 25, 2021.*

  
Stephen Kelley, Chairman

ATTESTED BY:

  
Eric R. Workman, Ed. D., County Administrator/Clerk



## RESOLUTION

### **Highway naming of Virginia Route 61, from the Tazewell County border to the Giles County border in the Town of Narrows, "Twin Depot Parkway"**

**WHEREAS**, the Giles County Board of Supervisors on behalf of the County of Giles, in conjunction with neighboring localities, recognizes the value in recognizing the historical past in our communities; and

**WHEREAS**, Virginia Route 61 is one of the shortest primary routes in the Commonwealth and traverses through only three (3) Counties (Giles, Bland, and Tazewell) and two (2) Towns (Narrows and Tazewell), with all of these localities having shared history associated with rail service; and

**WHEREAS**, one end of Virginia Route 61 lies just across the Norfolk Southern rail tracks near the Tazewell Train Station while the other terminus of Virginia Route 61 lies just across the New River near the Narrows Train Station; and

**WHEREAS**, these two depots were built with the same blue print and stand today as two identical stations just forty-eight (48) miles apart; and

**WHEREAS**, this route has sweeping curves, sharp turns, and intersects with Interstate 77 in the Rocky Gap community at a mid-way point, where it crosses Wolf Creek near the historic Wolf Creek Bridge which was once a part of Route 61 and is listed on the National Register of Historic Places and is a metal truss railroad bridge built about 1912 by the New River, Holston, and Western Railroad Company; and

**WHEREAS**, the New River, Holston and Western Railroad Company, which was sold to Norfolk and Western Railroad Company in 1919, who then operated train stations in the Bland County communities of Niday, Round Bottom, Rocky Gap, Novis, Hicksville, and Suiter until it was abandoned, and Virginia Route 61 was constructed on the original railroad bed through lower Wolf Creek in 1946; and

**WHEREAS**, Virginia Route 61 leaves the town of Tazewell and curves to the east to follow the South Fork Clinch River through the Clinch Valley between Buckhorn Mountain to the north and Rich Mountain to the south, and continues east along Clear Fork of the Wolf Creek and enters Bland County; and

**WHEREAS**, Virginia Route 61 continues to the community of Rocky Gap in Bland County where it has a short concurrence with US 52 and briefly expands to a four-lane divided highway through a diamond interchange with I-77. The two highways make a sharp turn north, then split in Rocky Gap where the Clear Fork Creek enters Wolf Creek; and

**WHEREAS**, Virginia Route 61 continues east as Wolf Creek Road through the valley of Wolf Creek between Buckhorn Mountain to the north and Wolf Creek Mountain to the south and enters Giles County; and

**WHEREAS**, Virginia Route 61 passes through the communities of Day, Phleager, First Ford, Boxley, Chapel, Penvir and Shumate in Giles County on its way to the Town of Narrows. The state highway enters the town as Park Drive passing the Narrows Town Park on Wolf Creek and continuing as Monroe Street in the Narrows Commercial Historic District. North of its intersection with Virginia 100 (Main Street), Virginia Route 61 continues as MacArthur Lane, which passes under a Norfolk Southern rail line and a Norfolk and Western concrete underpass just before the intersection with Depot Street and the location of the Narrows Train Station, which is in active use by Norfolk Southern. The state highway then turns east onto Fleshman Street and turns south to reach its eastern terminus at an intersection with US 460 just across the New River from the Narrows Train Station.

**WHEREAS**, much of Virginia Route 61 passes through Southwest Virginia farmland. Following the Clinch River, the Clear Fork of Wolf Creek and Wolf Creek itself, the highway provides sweeping views of mountains and valleys through the three-county, two-town region; and

**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 names 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 the Giles County Board of Supervisors, in accordance with Section 33.2-213 of the Code of Virginia, does hereby request that the CTB commemoratively name Virginia Route 61, within the County of Giles, as the "Twin Depot Parkway."

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

Adopted at a meeting of the Giles County Board of Supervisors held on June 17, 2021.

	YES	NO	ABSTAIN	ABSENT
P. Baker	X			
J. Lawson	X			
P. Martin	X			
R. McCoy	X			
J. Morris	X			

  
 Attest: Chris McKlarney, Clerk



# Giles County Segment







# Town Of Narrows

P.O. Box 440

Narrows, Virginia 24124

Tel. 540-726-2423

Fax 540-726-7566

## RESOLUTION

**Highway naming of Virginia Route 61, from the Tazewell County border to the Giles County border in the Town of Narrows, "Twin Depot Parkway"**

**WHEREAS**, the Narrows Town Council on behalf of the Town of Narrows, in conjunction with neighboring localities, recognizes the value in recognizing the historical past in our communities; and

**WHEREAS**, Virginia Route 61 is one of the shortest primary routes in the Commonwealth and traverses through only three (3) Counties (Giles, Bland, and Tazewell) and two (2) Towns (Narrows and Tazewell), with all of these localities having shared history associated with rail service; and

**WHEREAS**, one end of Virginia Route 61 lies just across the Norfolk Southern rail tracks near the Tazewell Train Station while the other terminus of Virginia Route 61 lies just across the New River near the Narrows Train Station; and

**WHEREAS**, these two depots were built with the same blue print and stand today as two identical stations just forty-eight (48) miles apart; and

**WHEREAS**, this route has sweeping curves, sharp turns, and intersects with Interstate 77 in the Rocky Gap community at a mid-way point, where it crosses Wolf Creek near the historic Wolf Creek Bridge which was once a part of Route 61 and is listed on the National Register of Historic Places and is a metal truss railroad bridge built about 1912 by the New River, Holston, and Western Railroad Company; and

**WHEREAS**, the New River, Holston and Western Railroad Company, which was sold to Norfolk and Western Railroad Company in 1919, who then operated train stations in the Bland County communities of Niday, Round Bottom, Rocky Gap, Novis, Hicksville, and Suiter until it was abandoned, and Virginia Route 61 was constructed on the original railroad bed through lower Wolf Creek in 1946; and

**WHEREAS**, Virginia Route 61 leaves the town of Tazewell and curves to the east to follow the South Fork Clinch River through the Clinch Valley between Buckhorn Mountain to the north and

Rich Mountain to the south, and continues east along Clear Fork of the Wolf Creek and enters Bland County; and

**WHEREAS**, Virginia Route 61 continues to the community of Rocky Gap in Bland County where it has a short concurrence with US 52 and briefly expands to a four-lane divided highway through a diamond interchange with I-77. The two highways make a sharp turn north, then split in Rocky Gap where the Clear Fork Creek enters Wolf Creek; and

**WHEREAS**, Virginia Route 61 continues east as Wolf Creek Road through the valley of Wolf Creek between Buckhorn Mountain to the north and Wolf Creek Mountain to the south and enters Giles County; and

**WHEREAS**, Virginia Route 61 passes through the communities of Day, Phleager, First Ford, Boxley, Chapel, Penvir and Shumate in Giles County on its way to the Town of Narrows. The state highway enters the town as Park Drive passing the Narrows Town Park on Wolf Creek and continuing as Monroe Street in the Narrows Commercial Historic District. North of its intersection with Virginia 100 (Main Street), Virginia Route 61 continues as MacArthur Lane, which passes under a Norfolk Southern rail line and a Norfolk and Western concrete underpass just before the intersection with Depot Street and the location of the Narrows Train Station, which is in active use by Norfolk Southern. The state highway then turns east onto Fleshman Street and turns south to reach its eastern terminus at an intersection with US 460 just across the New River from the Narrows Train Station.

**WHEREAS**, much of Virginia Route 61 passes through Southwest Virginia farmland. Following the Clinch River, the Clear Fork of Wolf Creek and Wolf Creek itself, the highway provides sweeping views of mountains and valleys through the three-county, two-town region; and

**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 names 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 the Town of Narrows, in accordance with Section 33.2-213 of the Code of Virginia, does hereby request that the CTB commemoratively name Virginia Route 61, from the border of Giles County on Park Drive to the intersection with Route 460 in the Town of Narrows on Fleshman Street, as the "Twin Depot Parkway."

**BE IT FURTHER RESOLVED**, that the Town of Narrows agrees to pay the costs of producing, placing, and maintaining the signs calling attention to this naming in the Town of Narrows.

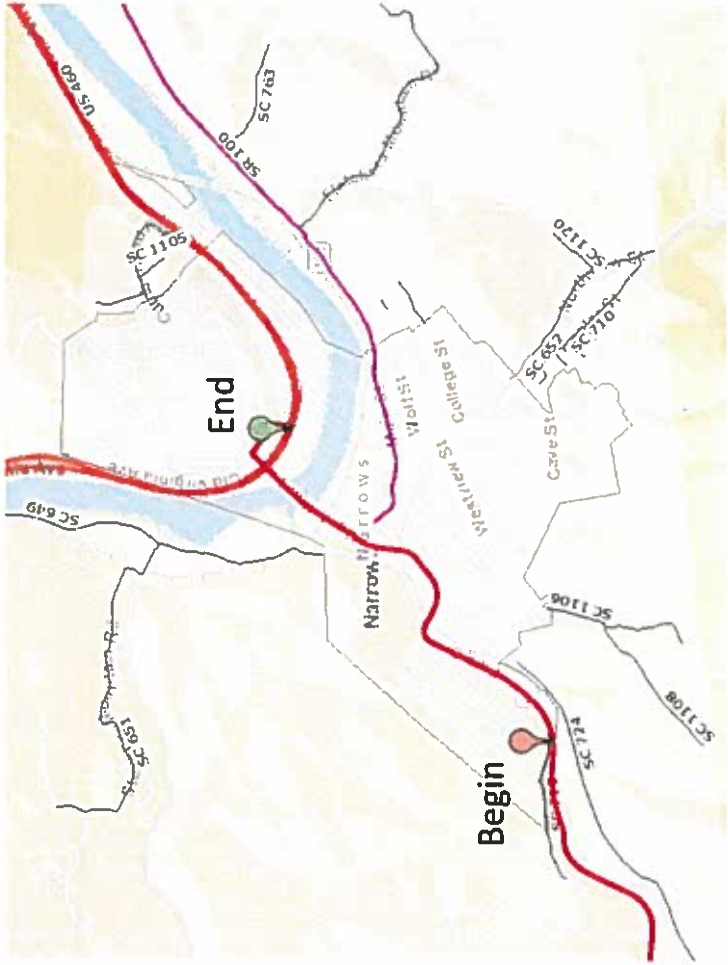
Adopted by the Narrows Town Council, June 14, 2021.

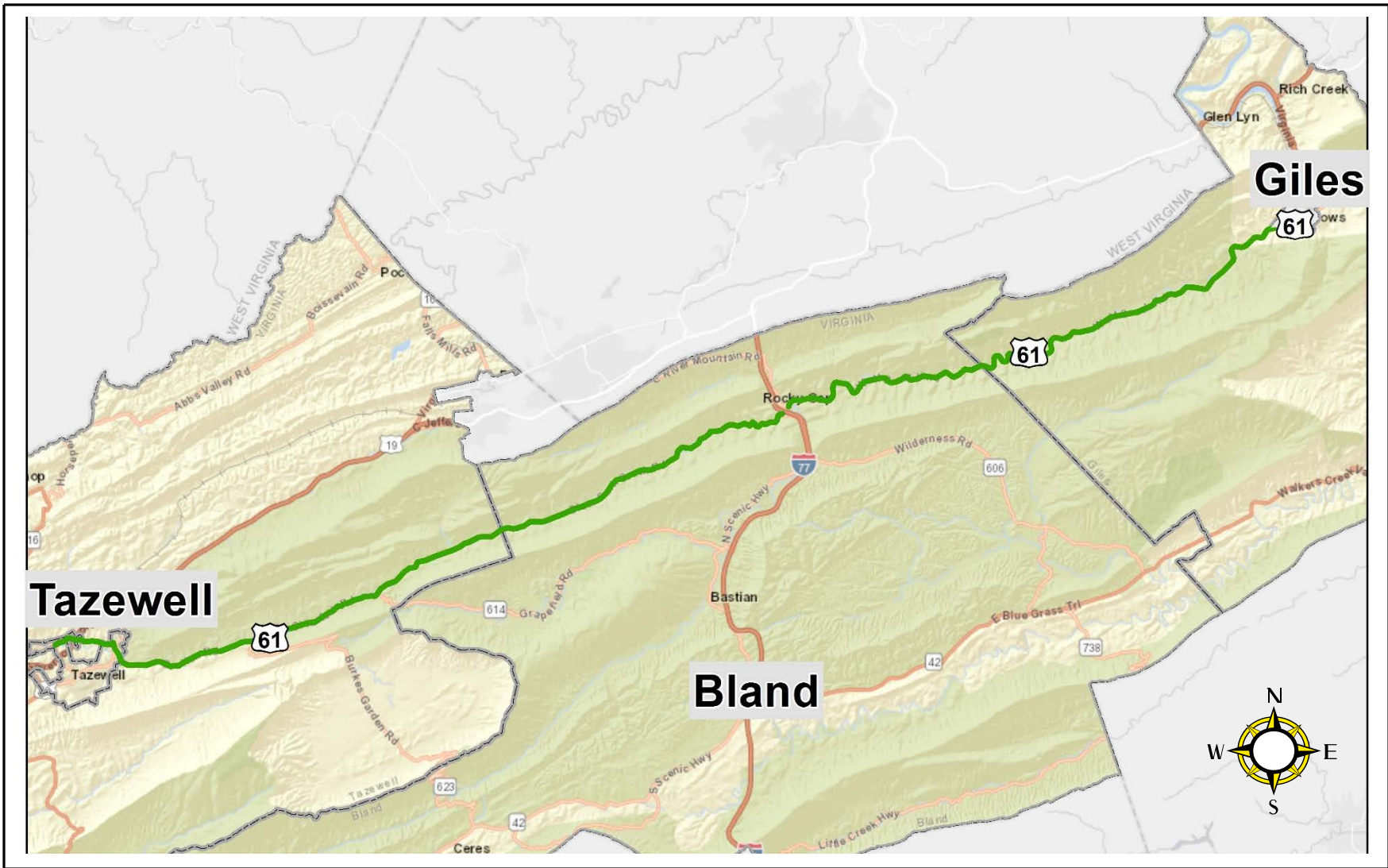
  
\_\_\_\_\_  
Tom Spangler, Interim Mayor

ATTESTED BY:


  
\_\_\_\_\_  
Debbie Thomas, Clerk for Town of Narrows

# Town of Narrows Segment





Tazewell, Bland & Giles County  
 Proposed Highway Segment Naming:  
**“Twin Depot Parkway”**

 Proposed Highway Naming



## 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 # 10*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 15, 2021

#### MOTION

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

#### **Title: Bridge Naming: “Bobby R. Johnson Memorial Bridge”**

**WHEREAS**, in accordance with § 33.2-213 of the *Code of Virginia*, the Dickenson County Board of Supervisors has requested, by resolution dated July 27, 2021, that the Commonwealth Transportation Board (CTB), to honor and memorialize the dedicated life, service and ultimate sacrifice to his country, his county, and his family of Specialist Bobby R. Johnson, name the bridge on Route 652, Dr. Ralph Stanley Highway, over the McClure River, in Nora, Dickenson County as the “Bobby R. Johnson Memorial Bridge”; and

**WHEREAS**, Dickenson County, by resolution dated July 27, 2021, 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 652, Dr. Ralph Stanley Highway, over the McClure River, in Nora, Dickenson County as the “Bobby R. Johnson Memorial Bridge”; and

Resolution of the Board

Bridge Naming: "Bobby R. Johnson Memorial Bridge"

September 15, 2021

Page 2 of 2

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

####

## **CTB Decision Brief**

Bridge Naming: "Bobby R. Johnson Memorial Bridge"

**Issue:** Commemorative naming of the bridge on Route 652, Dr. Ralph Stanley Highway, over the McClure River, in Nora, Dickenson County as the "Bobby R. Johnson Memorial Bridge".

**Facts:** Dickenson County enacted a resolution on July 27, 2021 to honor the life, dedication and ultimate sacrifice to his country, county and family of Specialist Bobby R. Johnson of Nora, Dickenson County, Virginia.

Mr. Johnson was the son of Joseph and Beulah Johnson and volunteered for the United States Army in November 1967. He completed his basic training in Fort Knox, Kentucky and completed Advanced Individual Training as a textile repairman at Fort Lee, Virginia.

He served in the Vietnam War beginning in May 1968 where he served our Country with bravery and honor and paid the ultimate sacrifice when he was killed on May 4, 1969.

Specialist Bobby R. Johnson earned the rank of Specialist E4 and received a National Defense Service Medal, Vietnam Campaign Medal, Vietnam Service Medal, Army Presidential Unit Citation, Vietnam Gallantry Cross and the Army Conduct Medal. He is listed on the Vietnam War Memorial in Washington, D.C., VVM Wall Panel 26w line 111, for his ultimate sacrifice.

**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 652, Dr. Ralph Stanley Highway, over the McClure River, in Nora, Dickenson County will be known as the "Bobby R. Johnson Memorial Bridge". In accordance with law and by resolution, Dickenson 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.



Dickenson County



Proposed Bridge Naming  
"Bobby R. Johnson  
Memorial Bridge"

Dickenson

Dr. Ralph Stanley Hwy.

652

63



CTB MEETING: September 15, 2021

Dickenson County

Proposed Bridge Naming:  
**"Bobby R. Johnson Memorial Bridge"**

# DICKENSON COUNTY BOARD OF SUPERVISORS

Board of Supervisors

JOSH EVANS, CHAIRMAN  
WILLIS DISTRICT

PEGGY KISER, VICE-CHAIRWOMAN  
ERVINTON DISTRICT

RON PETERS  
SANDLICK DISTRICT

SHELBY WILLIS  
KENADY DISTRICT

RHONDA SLUSS  
CLINTWOOD DISTRICT



County Administrator  
LARRY BARTON

County Attorney  
WILLIAM J. STURGILL

P.O. BOX 1098  
Clintwood, Virginia 24228  
Telephone: 276/926-1676  
Fax: 276/926-1649

August 3, 2021

Jeff Sams  
VDOT  
703 Hurricane Road, N.E.  
Wise, VA 24293

RE: "Bobby R. Johnson Memorial Bridge"

Dear Mr. Sams:

This letter is notification that Dickenson County will pay the expense for the fabrication and installation of the "Bobby R. Johnson Memorial Bridge" at Nora, Virginia. Mr. Johnson passed away on May 4, 1969.

Do not hesitate to contact me if you need additional information.

Sincerely,

Larry Barton  
Dickenson County Administrator

LB/tll



# DICKENSON COUNTY BOARD OF SUPERVISORS

Board of Supervisors

JOSH EVANS, CHAIRMAN  
WILLIS DISTRICT

PEGGY KISER, VICE-CHAIRWOMAN  
ERVINTON DISTRICT

RON PETERS  
SANDLICK DISTRICT

SHELBY WILLIS  
KENADY DISTRICT

RHONDA SLUSS  
CLINTWOOD DISTRICT



County Administrator  
LARRY BARTON

County Attorney  
WILLIAM J. STURGILL

P.O. BOX 1098  
Clintwood, Virginia 24228  
Telephone: 276/926-1676  
Fax: 276/926-1649

## RESOLUTION OF THE BOARD OF SUPERVISORS OF DICKENSON COUNTY, VIRGINIA

### **Bridge Located at the Intersection of Route 63 and Route 652, over the McClure River in Dickenson County, Virginia, Named as the "Bobby R. Johnson Memorial Bridge"**

WHEREAS, Bobby R. Johnson was born on December 28th, 1948 in Dickenson County, Virginia; and

WHEREAS, he was the son of Joseph and Beulah Johnson, and had three brothers and one sister who volunteered for service in our military; and

WHEREAS, he volunteered for the US Army in November 1967, completed basic training in Fort Knox, Kentucky, and completed Advanced Individual Training as a textile repairman at Fort Lee, Virginia; and

WHEREAS, he served in the Vietnam War beginning in May of 1968 where he served our Country with bravery and honor and paid the ultimate sacrifice for our Nation when he was killed on May 4, 1969; and

WHEREAS, he earned the Rank of Specialist E4 and received a Nation Defense Service Medal Vietnam Campaign Medal, Vietnam Service Medal, Army Presidential Unit Citation, Vietnam Gallantry Cross, and Army Conduct Medal; and

WHEREAS, he is listed on the Vietnam War Memorial in Washington D.C., for his ultimate sacrifice (VVM Wall Panel 26w line 111); and

WHEREAS, the Dickenson County Board of Supervisors wishes to honor our Dickenson County soldier who paid the ultimate sacrifice for our County, Community, and Nation; and

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 Dickenson County, in accordance with the requirements of Section 33.2-213 of the Code of Virginia, does hereby request that the Commonwealth Transportation Board name the bridge at the intersection at Nora, Virginia, on Route 63 and Route 652 that is over the McClure River in Dickenson County, Virginia, as the Bobby R. Johnson Memorial Bridge.

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

Adopted this 27<sup>th</sup> day of July, 2021.

By: DICKENSON COUNTY BOARD OF SUPERVISORS

  
\_\_\_\_\_  
Josh Evans, Chairman

Attest:

  
Clerk



## Proposed Bridge Naming

Proposed Bobby R. Johnson Memorial Bridge

GPS: 37.041028, -82.204466

Route 652 - Dr Ralph Stanley Highway

Structure Number: 6122

Over: McClure River

### Legend

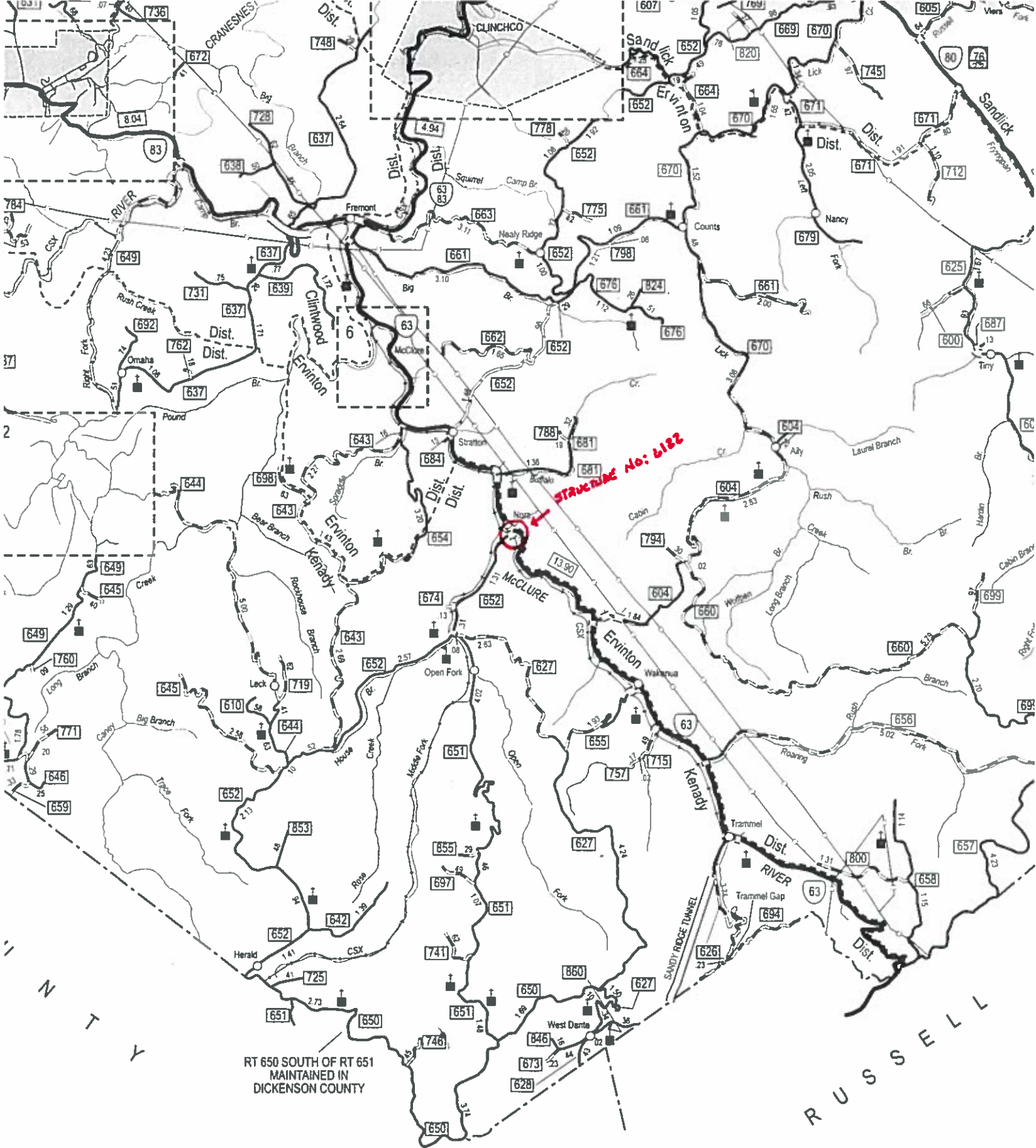
 Proposed Bridge to be named

Proposed Bridge to be named



1000 ft





STATION No: 6182

RT 650 SOUTH OF RT 651  
MAINTAINED IN  
DICKENSON COUNTY

DICKENSON Co.



# 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

September 15, 2021

#### MOTION

Made By:            Seconded By:            Action:

**Title: Limited Access Control Changes (LACCs) for Route 1 (Belvidere Street) On-Ramps to I-95 Southbound/I-64 Eastbound  
City of Richmond**

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-95 and I-64, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

**WHEREAS**, State Highway Project 0095-127-970, P101, R201, C501 (UPC# 109320) will reconfigure the Route 1 (Belvidere Street) On-Ramps to I-95 Southbound/I-64 Eastbound to address safety issues (the “Project”). This improvement will allow vehicles to reach higher speeds on the on-ramp to improve merging conditions onto I-95 Southbound/I-64 Eastbound and reduce crashes. Collateral sidewalk and lighting improvements will also improve pedestrian safety and accessibility; and

**WHEREAS**, the Project will require changes to 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

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
Route 1 (Belvidere Street) On-Ramps to I-95 Southbound/I-64 Eastbound  
City of Richmond  
September 15, 2021  
Page 2 of 3

**WHEREAS**, the Virginia Department of Transportation (VDOT) held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on Thursday April 11, 2019, between 5:30 pm and 7:00 pm at the VDOT Central Office Auditorium, 1401 East Broad Street, Richmond, Virginia, 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**, VDOT’s Richmond District Office has reviewed and approved the traffic analysis report completed on March 18, 2021, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, the Project is in compliance with National Environmental Policy Act requirements and a Programmatic Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on March 14, 2018; and

**WHEREAS**, the Project is located within an attainment area for all the National Ambient Air Quality Standards, and the Project will not have an adverse impact on air quality; and

**WHEREAS**, the Project is in the City of Richmond and the proposed design features and LACCs are supported by a letter from the Director of Public Works dated August 13, 2021 (attached); and

**WHEREAS**, FHWA provided approval for State Highway Project 0095-127-970, P101, R201, C501 (UPC# 109320) and the proposed LACCs on August 16, 2021; and



Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
Route 1 (Belvidere Street) On-Ramps to I-95 Southbound/I-64 Eastbound  
City of Richmond  
September 15, 2021  
Page 3 of 3

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

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

**WHEREAS**, 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 I-95/I-64 and Route 1 (Belvidere Street) Interchange continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

**BE IT FURTHER RESOLVED**, the location of the sidewalk along Route 1 (Belvidere Street) within the area designated as limited access and its construction and maintenance is approved as proposed and presented at the Hearing, as the same may be modified during ongoing design review.

**BE IT FURTHER RESOLVED**, that pedestrians are authorized to use the proposed sidewalk along Route 1 (Belvidere Street), 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.

#####

**CTB Decision Brief**  
**Proposed Limited Access Control Changes (LACCs)**  
**Route 1 (Belvidere Street) On-Ramps to I-95 Southbound/I-64 Eastbound**  
**Project 0095-127-970, P101, R201, C501**  
**UPC# 109320**  
**City of Richmond**

**Issues:** The area designated as limited access previously approved for the I-95/I-64 and Route 1 (Belvidere Street) Interchange requires changes to accommodate the reconfiguration of Route 1 (Belvidere Street) On-Ramps to I-95 Southbound/I-64 Eastbound. 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 I-95 and I-64 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the CTB, which designated the Interstate Highway System, including I-95 and I-64, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”.
- State Highway Project 0095-127-970, P101, R201, C501 will reconfigure the Route 1 (Belvidere Street) On-Ramps to I-95 Southbound/I-64 Eastbound to address safety issues (the “Project”). This improvement will allow vehicles to reach higher speeds on the on-ramp to improve merging conditions onto I-95 Southbound/I-64 Eastbound and reduce crashes. Collateral sidewalk and lighting improvements will also increase pedestrian safety and accessibility. 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).
- The Virginia Department of Transportation (VDOT) held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on Thursday April 11, 2019, between 5:30 pm and 7:00 pm at the VDOT Central Office Auditorium, 1401 East Broad Street, Richmond, Virginia, 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.
- VDOT’s Richmond District Office has reviewed and approved the traffic analysis report completed on March 18, 2021, and found that it adequately addresses the impacts from the Project and the proposed LACCs.

CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Route 1 (Belvidere Street) On-Ramps to I-95 Southbound/I-64 Eastbound

City of Richmond

September 15, 2021

Page 2 of 2

- The Project is in compliance with National Environmental Policy Act requirements and a Programmatic Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on March 14, 2018.
- The Project is located within an attainment area for all the National Ambient Air Quality Standards, and the Project will not have an adverse impact on air quality.
- The Project is in the City of Richmond and the proposed design features and LACCs are supported by a letter from the Director of Public Works dated August 13, 2021(attached).
- FHWA has provided approval for State Highway Project 0095-127-970, P101, R201, C501 (UPC# 109320) and the proposed LACCs on August 16, 2021.
- VDOT's 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, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the I-95/I-64 and Route 1 (Belvidere Street) Interchange continue to be designated as a Limited Access Highway 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 line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

**Action Required by CTB:** The § 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 the resolution, and the Route 1 (Belvidere Street) On-Ramps to I-95 Southbound/I-64 Eastbound Project will move forward.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** Two (2) citizens attended the Hearing. There were no (0) written comments received at the Hearing and two (2) email comments received within 10 days after the Hearing. The two (2) email comments received were not indicating support or opposition to the project.



August 13, 2021

Roy Soto, PE, PMP  
Project Manager  
Virginia Department of Transportation  
2430 Pine Forest Drive  
Colonial Heights, VA 23834

RE: CITY OF RICHMOND SUPPORT FOR  
RIGHT OF WAY AND LIMITED ACCESS LINE MODIFICATION  
I-95 SB AT N BELVIDERE ST RAMP IMPROVEMENTS (UPC 109320)  
**SENT VIA ELECTRONIC MAIL**

Dear Mr. Soto:

This correspondence will serve as the City of Richmond Department of Public Works' support of the VDOT project to modify the Limited Access Control Change (LACC) lines in regards to the above referenced location.

The Department understands the operational need and safety improvement by modification of the LACC lines, which will also clarify the maintenance responsibility delineation between the City and VDOT. The Department understands and accepts maintenance responsibility for the proposed sidewalk improvements and two (2) street lighting poles and appurtenances to be installed as part of the project within the N. Belvedere Street median.

Additionally, while not directly related to the project scope of work, the Department also supports VDOT's proposed right-of-way adjustment as regards the I95 southbound/I64 eastbound on-ramp from N. Belvidere St (southbound). This adjustment will correct right of way records to be consistent with actual roadway conditions.

Should you have any questions concerning the foregoing or should you require additional information, please contact Mr. Doug Mawby, of the ROW Management Division, at (804) 646-0110 or email at [doug.mawby@richmondgov.com](mailto:doug.mawby@richmondgov.com).

Sincerely,

Bobby Vincent, Jr.  
Director of Public Works

Cc: M.S. Khara, P.E., City Engineer, DPW  
Lamont Benjamin, P.E., Capital Projects Manager, DPW

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

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

The meeting was called to order by the Chairman.

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

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

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

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

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Bohls Brothers, Inc., Staunton, Va., at the bid of \$67,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pizarro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,856.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,960.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

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

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.612 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

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

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

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



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

September 1, 2021

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 Alison 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 Mark H. Merrill  
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 Route 1 (Belvidere Street) On-Ramps to I-95 Southbound/I-64 Eastbound in the City of Richmond.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0095-127-970, P101, R201, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACC's will not adversely affect the safety or 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

# RE: LACC UPC 109320 ROUTE 1 (BELVIDERE STREET) ON-RAMPS TO I-95 SOUTHBOUND/I-64 EASTBOUND

**Lori Snider**

11:53 AM  
(6/3/2021)

to Neil, me

George,

I approve of this LACC from a Right of Way and Utilities perspective.

Thank you,  
Lori

**Lori A. Snider**  
*State Right of Way & Utilities  
Director*  
Virginia Department of  
Transportation  
(434)907-4915 cell  
(804)786-5841 office  
[Lori.Snider@VDOT.Virginia.gov](mailto:Lori.Snider@VDOT.Virginia.gov)

**From:** Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>

**Sent:** Friday, May 28, 2021 10:32 AM

**To:** Lori Snider <[Lori.Snider@vdot.virginia.gov](mailto:Lori.Snider@vdot.virginia.gov)>

**Cc:** George Rogerson <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>

**Subject:** Fwd: LACC UPC 109320 ROUTE 1 (BELVIDERE STREET) ON-RAMPS TO I-95 SOUTHBOUND/I-64 EASTBOUND

Lori,

Please see the attached LACC item that I received from L&D. I have reviewed this item and find it appropriate from a right of way perspective and recommend your approval. If you concur, please respond back to George Rogerson who is included on this email. Thank you.

Neil

Neil M. Hord  
Program Manager Property Management  
Right of Way & Utilities Division  
1401 E. Broad Street, 5<sup>th</sup> Floor  
Richmond, Virginia 23219  
Phone: (804) 786-4079  
Fax: (804) 786-1706  
<http://pmi.vdot.virginia.gov/>



----- Forwarded message -----

From: **Rogerson, George** <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>

Date: Fri, May 28, 2021 at 10:07 AM

Subject: Fwd: LACC UPC 109320 ROUTE 1 (BELVIDERE STREET) ON-RAMPS TO I-95 SOUTHBOUND/I-64 EASTBOUND

To: Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>

Cc: Chris Swanson <[chris.swanson@vdot.virginia.gov](mailto:chris.swanson@vdot.virginia.gov)>

Neil,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **July 21, 2021 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs. Please reply by the COB **June 8, 2021**.

If you have any questions or concerns, please contact me.

Thank you,

**George T. Rogerson, Jr.**

*Policies & Procedures Section Manager  
Location & Design Division / Central Office*

Virginia Department of Transportation

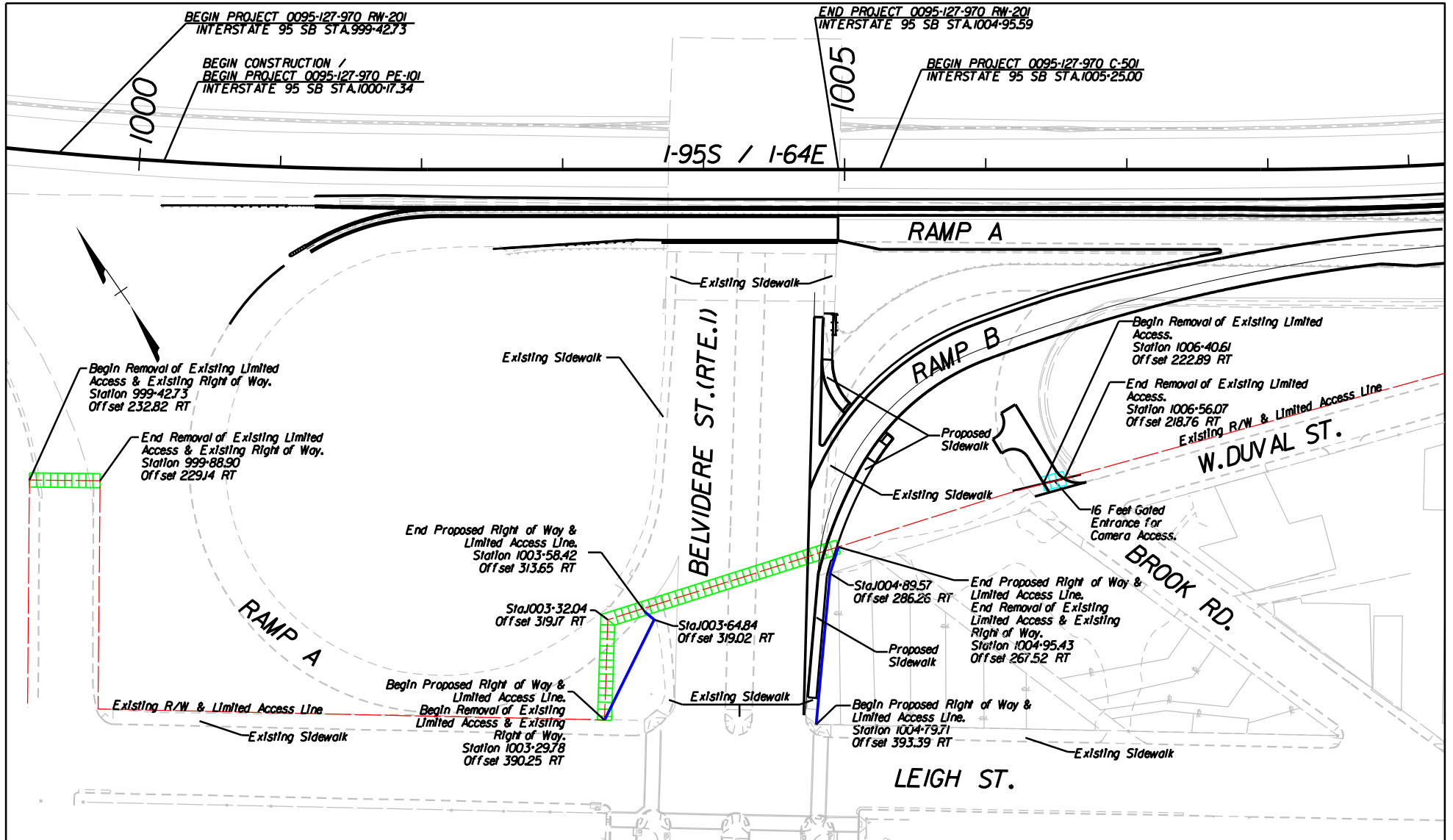
804-350-1571 (cell)

[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)


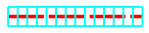


**Belvidere Street Interchange Safety Improvements  
Proposed Right of Way and Limited Access  
Commonwealth Transportation Meeting  
Proj. 0095-127-970 PE-101, C-501, RW-201- UPC 109320**

<b>Alignment</b>	<b>Station</b>	<b>Offset</b>	<b>Type</b>
I-95 S/I-64E	999+42.73	232.82 RT	Removal of Existing Limited Access & Existing Right of Way.
I-95 S/I-64E	999+88.90	229.14 RT	
I-95 S/I-64E	1003+29.78	390.25 RT	Proposed Right of Way & Limited Access Line.
I-95 S/I-64E	1003+64.84	319.02 RT	
I-95 S/I-64E	1003+58.42	313.65 RT	
I-95 S/I-64E	1003+29.78	390.25 RT	Removal of Existing Limited Access & Existing Right of Way.
I-95 S/I-64E	1003+32.04	319.17 RT	
I-95 S/I-64E	1004+95.43	267.52 RT	
I-95 S/I-64E	1004+79.71	393.39 RT	Proposed Right of Way & Limited Access Line.
I-95 S/I-64E	1004+89.57	286.26 RT	
I-95 S/I-64E	1004+95.43	267.52 RT	
I-95 S/I-64E	1006+40.61	222.89 RT	Removal of Existing Limited Access
I-95 S/I-64E	1006+56.07	218.76 RT	

Proposed Limited Access Control Changes  
 Belvidere Street (RTE.1) / I-95 / I-64 / Leigh Street



LEGEND

-  Existing Right of Way & Existing Limited Access Line
-  Removal Existing Limited Access Only
-  Removal Existing Limited Access & Existing Right of Way
-  Proposed Right of Way & Limited Access Line



Proposed Limited Access Control Changes

State Project No.0095-127-970 PE-101,  
 C-501,RW-201

UPC No.109320



W.W. Nash & Sons, Inc

Mitchell St

Calhoun Family Investment Center

Calhoun St

Stratton Metals

Calhoun St

Project Location (UPC 109320)  
0095-127-970, P101, R201, C501

1821 N Belvidere St,  
Richmond, VA 23220 Richmond  
Redevelopment and...

Gilpin Court

W Charity St

Catherine St

Munford St

N Belvidere St

W Leigh St

W Duval St

Brook AL

W Baker St

Judith St

Sixth Mt Zion Baptist Church

y Tobacco

W Clay St

Catherine St

Black History Museum and Cultural...

Price St

Jackson St

Cameo St



# 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

September 15, 2021

#### MOTION

Made By:            Seconded By:            Action:

**Title: Limited Access Control Changes (LACCs) for the Addition of a Truck Climbing Lane on Interstate 81 Southbound from Mile Marker 32.823 to Mile Marker 34.253 Washington County**

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-81, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

**WHEREAS**, State Highway Project 0081-095-095, P101, R201, C501 (UPC# 116172) provides for the addition of a truck climbing lane on I-81 Southbound from mile marker 32.823 to mile marker 34.253 to address safety and congestion issues (the “Project”); and

**WHEREAS**, the additional truck climbing lane requires a minor outward shift of the limited access line on the southbound side and an adjustment in the limited access end points on the southbound side of Route I-81 as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
Addition of a Truck Climbing Lane on Interstate 81 Southbound from Mile Marker 32.823 to  
Mile Marker 34.253  
Washington County  
September 15, 2021  
Page 2 of 3

**WHEREAS**, the Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on Tuesday, April 20, 2021, between 5:00 pm and 5:40 pm via Webex meeting, and allowed public input to be collected concerning the request; and

**WHEREAS**, proper notice of the Hearing was given in advance and posted on the Project website, and all citizens 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**, VDOT’s Bristol District Office has reviewed and approved the traffic analysis report completed on June 3, 2021 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on February 23, 2021; and

**WHEREAS**, the Project is located within an attainment area for all the National Ambient Air Quality Standards, and therefore the regional conformity requirements do not apply; and

**WHEREAS**, the Project is in Washington County and the design and the proposed LACCs are supported by a letter from the County Administrator dated June 1, 2021 (attached); and

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
Addition of a Truck Climbing Lane on Interstate 81 Southbound from Mile Marker 32.823 to  
Mile Marker 34.253  
Washington County  
September 15, 2021  
Page 3 of 3

**WHEREAS**, FHWA provided approval for State Highway Project 0081-095-095, P101, R201, C501 (UPC# 116172) and the proposed LACCs on July 14, 2021; and

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

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

**WHEREAS**, 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 I-81 corridor 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**, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

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**CTB Decision Brief**  
**Proposed Limited Access Control Changes (LACCs)**  
**Addition of a Truck Climbing Lane on Interstate 81 Southbound from Mile Marker 32.823**  
**to Mile Marker 34.253**  
**Project 0081-095-095, P101, R201, C501**  
**UPC# 116172**  
**Washington County**

**Issues:** The area designated as limited access previously approved for I-81 southbound at this location needs to be modified to accommodate the additional truck climbing lane and shoulder. 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 I-81 was previously established on October 4, 1956 by the State Highway Commission, predecessor to the CTB, which designated the Interstate Highway System, including I-81, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia* as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”.
- State Highway Project 0081-095-095, P101, R201, C501 (UPC #116172) provides for the addition of a truck climbing lane on I-81 Southbound from mile marker 32.823 to mile marker 34.253 to address safety and congestion issues. The climbing lane and shoulder will be added along the right side of the existing travel lanes. 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).
- Virginia Department of Transportation (VDOT) held a Virtual Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on Tuesday, April 20, 2021, between 5:00 pm and 5:40 pm via Webex meeting, and allowed public input to be collected concerning the request.
- Proper notice of the Hearing was given in advance and posted on the Project website, and all citizens 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.
- VDOT’s Bristol District Office has reviewed and approved the traffic analysis report on June 3, 2021 and found that it adequately addresses the impacts from the Project and the proposed LACCs.



CTB Decision Brief

Proposed Limited Access Control Changes (LACCs)

Addition of a Truck Climbing Lane on Interstate 81 Southbound from Mile Marker 32.823 to Mile Marker 34.253

Washington County

September 15, 2021

Page 2 of 2

- The Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) and approved on February 23, 2021.
- The Project is located within an attainment area for all the National Ambient Air Quality Standards, and therefore the regional conformity requirements do not apply.
- The Project is in the Washington County and the design and proposed LACCs are supported by a letter from the County Administrator dated June 1, 2021 (attached).
- FHWA provided the approval for State Highway Project 0081-095-095, P101, R201, C501 (UPC# 116172) and the proposed LACCs on July 14, 2021.
- VDOT's 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, pursuant to § 33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the I-81 corridor continue to be designated as a Limited Access Highway 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 line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

**Action Required by CTB:** The § 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 the resolution, and the I-81 Project will move forward.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** There were three (3) citizens that attended the meeting per the sign in sheets. One (1) written comment was received at the Hearing and one (1) comment was received by mail. There were no (0) oral comments recorded by the court reporter at the meeting. In addition, one (1) emailed comment was received by VDOT.

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

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

The meeting was called to order by the Chairman.

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

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

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

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

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Bohls Brothers, Inc., Staunton, Va., at the bid of \$67,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pizarro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,856.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,960.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

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

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

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

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

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



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

September 1, 2021

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 Alison 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 Mark H. Merrill  
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 Addition of a Truck Climbing Lane on Interstate 81 Southbound from mile marker 32.823 to mile marker 34.253 in Washington 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 0081-095-095, P101, R201, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACC's will not adversely affect the safety or 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



COUNTY OF WASHINGTON, VIRGINIA  
COUNTY GOVERNMENT CENTER  
1 GOVERNMENT CENTER PLACE, SUITE A  
ABINGDON, VIRGINIA 24210

COUNTY ADMINISTRATOR  
JASON N. BERRY

---

OFFICE OF COUNTY ADMINISTRATOR

June 1, 2021

James (Jim) R. Jones  
Architect/Engineer I  
Virginia Department of Transportation  
870 Bonham Road  
Bristol, VA 24201

Dear Jim,

I'm writing this letter to express Washington County, VA's full support for the addition of a truck climbing lane to the right side of southbound I-81 between milepost 32.823 to milepost 34.253. We understand that this additional lane will allow passenger vehicles to travel in the left lane in order to pass slower moving trucks along this steep grade. We support the limited access change per your design.

We feel this project will provide a significant safety improvement for those who travel this section of I-81.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jason N. Berry", is written over a horizontal line.

Jason N. Berry  
County Administrator

*Ec: Members, Board of Supervisors*

I-81 SOUTHBOUND TRUCK CLIMBING LANE  
FROM MM 32.823 TO MM 34.253  
LIMITED ACCESS CONTROL POINTS  
PROJECT: 0081-095-095  
UPC: 116172

BASELINE	STATION	OFFSET (FT.)	LEFT/RIGHT
I-81 SBL	128+44.55	52.14	LEFT
I-81 SBL	129+58.63	55.22	LEFT
I-81 SBL	131+14.23	54.35	LEFT
I-81 SBL	133+26.86	66.27	LEFT
I-81 SBL	135+19.68	65.17	LEFT

# Re: LACC UPC 116172 I-81 SOUTHBOUND TRUCK CLIMBING LANE FROM MM 32.823 TO MM 34.253



**Rogerson, George** <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)> Jun 29, 3:47 PM  
(15 hours ago)

to Lori, Neil

Thank you!



**George T. Rogerson, Jr.**  
*Policies & Procedures Section Manager*  
*Location & Design Division / Central Office*  
Virginia Department of Transportation  
804-350-1571 (cell)  
[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)

On Tue, Jun 29, 2021 at 3:42 PM Lori Snider <[Lori.Snider@vdot.virginia.gov](mailto:Lori.Snider@vdot.virginia.gov)> wrote:

I approve of this limited access control change from a Right of Way & Utilities perspective.

Thanks,  
Lori

**Lori A. Snider**  
*State Right of Way & Utilities*  
*Director*  
Virginia Department of  
Transportation  
(434)907-4915 cell  
(804)786-5841 office  
[Lori.Snider@VDOT.Virginia.gov](mailto:Lori.Snider@VDOT.Virginia.gov)

**From:** Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>  
**Sent:** Tuesday, June 29, 2021 1:49 PM  
**To:** Lori Snider <[Lori.Snider@vdot.virginia.gov](mailto:Lori.Snider@vdot.virginia.gov)>  
**Cc:** George Rogerson <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>  
**Subject:** Fwd: LACC UPC 116172 I-81 SOUTHBOUND TRUCK CLIMBING LANE FROM MM 32.823 TO MM 34.253

Lori,

I have received the attached LACC request from L&D. I have reviewed the request and find that it is a minor shift of the limited access line to accommodate a truck climbing lane. I recommend your approval from a right of way and utilities perspective. If you concur, please respond to George Rogerson who is included here. Thank you



Neil

Neil M. Hord  
Program Manager Property Management  
Right of Way & Utilities Division  
1401 E. Broad Street, 5<sup>th</sup> Floor  
Richmond, Virginia 23219  
Phone: (804) 786-4079  
Fax: (804) 786-1706  
<http://pmi.vdot.virginia.gov/>

----- Forwarded message -----

From: **Rogerson, George** <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>  
Date: Mon, Jun 28, 2021 at 9:23 AM  
Subject: Fwd: LACC UPC 116172 I-81 SOUTHBOUND TRUCK CLIMBING LANE  
FROM MM 32.823 TO MM 34.253  
To: Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>  
Cc: Vernon Heishman <[vernon.heishman@vdot.virginia.gov](mailto:vernon.heishman@vdot.virginia.gov)>

Neil,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **September 15, 2021 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs. Please reply by the COB **July 7, 2021**.

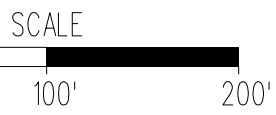
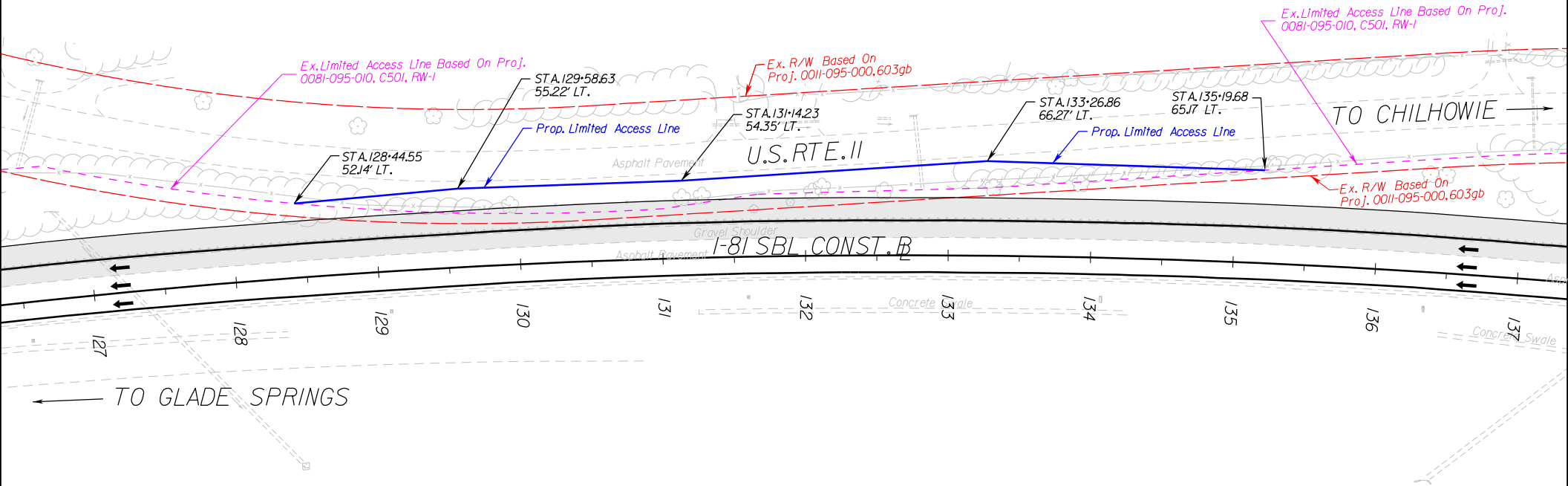
Note: Bristol District Survey has verified that there is an Ex. RW line between I-81 SBL and Rte. 11.

If you have any questions or concerns, please contact me.

Thank you,

**George T. Rogerson, Jr.**  
*Policies & Procedures Section Manager*  
*Location & Design Division / Central Office*  
Virginia Department of Transportation  
804-350-1571 (cell)  
[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)

I-81 SOUTHBOUND TRUCK CLIMBING LANE  
 FROM MM 32.823 TO MM 34.253  
 LIMITED ACCESS EXHIBIT  
 PROJECT: 0081-095-095, P101, R201, C501  
 UPC: 116172

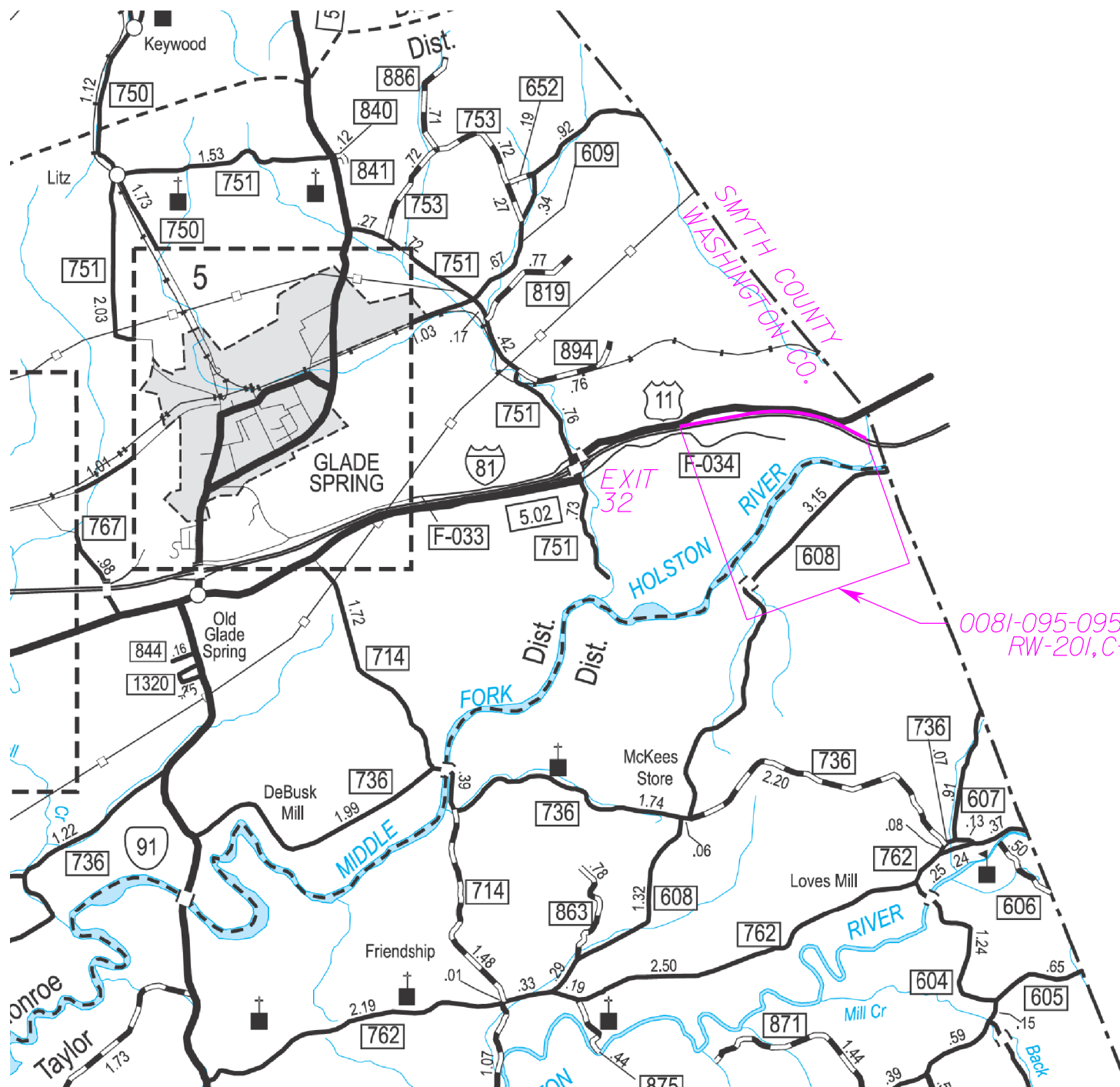









LEGEND

- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS LINE
- PROPOSED LIMITED ACCESS LINE
- PROPOSED NEW PAVEMENT

# INTERSTATE 81 SBL LOCATION MAP

LIMITED ACCESS HIGHWAY  
By Resolution of Highway Commission  
dated October 4, 1956

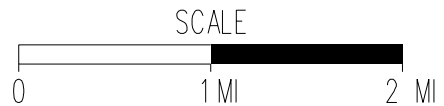


- LEGEND**
- HIGHWAY ROUTE SIGNS**
-  INTERSTATE HIGHWAY
  -  U.S. HIGHWAY
  -  VA. PRIMARY HIGHWAY
  -  VA. SECONDARY HIGHWAY
  -  FRONTAGE ROAD
  -  FOREST HIGHWAY
  -  U.S. BICYCLE ROUTE



INDEX TO COUNTY LOCATION  
WASHINGTON  
COUNTY

0081-095-095, PE-101,  
RW-201, C-501



## WASHINGTON COUNTY



# 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 # 13*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 15, 2021

#### MOTION

**Made By:            Seconded By:            Action:**

**Title: Limited Access Control Changes (LACCs) for I-77 Exit 41 Interchange  
Improvements  
Wythe County (Town of Wytheville)**

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-77, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

**WHEREAS**, State Highway Project 0081-139-256, P101, R201, C501 (UPC# 116164) provides for the extension of the I-77 northbound deceleration lane, and for the reconfiguration and reconstruction of both the I-77 northbound exit loop ramp and entrance ramp at Exit 41, to realign with the current connection to Nye Road at Peppers Ferry Road to address operational and safety issues (the “Project”); and

**WHEREAS**, the reconfiguration and reconstruction of both the I-77 northbound exit loop ramp and entrance ramp at Exit 41 to realign with the current connection to Nye Road at Peppers Ferry Road requires an outward shift of the limited access line on the north side of the entrance

ramps and approximately 200 feet of additional limited access in the southeast quadrant of the new intersection with Peppers Ferry Road as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

**WHEREAS**, the Virginia Department of Transportation (VDOT) held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on July 15, 2021, between 4:00 pm and 6:00 pm at the Wytheville Meeting Center, 333 Community Boulevard, Wytheville, Virginia, 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**, VDOT’s Bristol District Office has reviewed and approved the traffic analysis report completed June 4, 2020, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on August 17, 2021; and

**WHEREAS**, the Project is located within an attainment area for all the National Ambient Air Quality Standards, and therefore the regional conformity requirements do not apply; and

**WHEREAS**, the Project is in the Town of Wytheville (Wythe County) and the proposed LACCs are supported by a resolution from the Wytheville Town Council dated June 28, 2021 (attached); and

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
I-77 Exit 41 Interchange Improvements  
Wythe County (Town of Wytheville)  
September 15, 2021  
Page 3 of 3

**WHEREAS**, FHWA provided approval for State Highway Project 0081-139-256, P101, R-201, C-501 (UPC# 116164) and the proposed LACCs on August 6, 2021; and

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

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

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

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with § 33.2-401 of the *Code of Virginia* and 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 I-77 Exit 41 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**, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

#####

**CTB Decision Brief**  
**Proposed Limited Access Control Changes (LACCs)**  
**I-77 Exit 41 Interchange Improvements**  
**Project 0081-139-256, P101, R201, C501**  
**UPC# 116164**  
**Wythe County (Town of Wytheville)**

**Issues:** The area designated as limited access previously approved for the interchange at I-77 Exit 41 needs to be modified to accommodate the extension of the I-77 northbound deceleration lane, and for the reconfiguration and reconstruction of both the I-77 northbound exit loop ramp and entrance ramp at Exit 41 to realign with the current connection to Nye Road at Peppers Ferry 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 I-77 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the CTB, designated the Interstate Highway System, including I-77, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”
- State Highway Project 0081-139-256, P101, R201, C501 (UPC #116164) provides for the extension of the I-77 northbound deceleration lane, and for the reconfiguration and reconstruction of both the I-77 northbound exit loop ramp and entrance ramp at Exit 41, to realign with the current connection to Nye Road at Peppers Ferry Road to address operational and safety issues. 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).
- Virginia Department of Transportation (VDOT) held a Design Public Hearing (“Hearing”) for the Project, including the current and proposed locations of the limited access lines, on Thursday, July 15, 2021, between 4:00 pm and 6:00 pm at the Wytheville Meeting Center, 333 Community Boulevard, Wytheville, 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.
- VDOT’s Bristol District Office has reviewed and approved the traffic analysis report on June 4, 2020 and found that it adequately addresses the impacts from the Project and the proposed LACCs.

- The Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) and approved on August 17, 2021.
- The Project is located within an attainment area for all the National Ambient Air Quality Standards and therefore the regional conformity requirements do not apply.
- The Project is in the Town of Wytheville (Wythe County) and the proposed LACCs are supported by a resolution from the Wytheville Town Council dated June 28, 2021 (attached).
- FHWA provided the approval for State Highway Project 0081-139-256, P101, R201, C501 (UPC# 116164) and the proposed LACCs on August 6, 2021.
- VDOT's 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, pursuant to §33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*, that the I-77 corridor continue to be designated as a Limited Access Highway 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 line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

**Action Required by CTB:** The § 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 the resolution, and the I-77 Exit 41 Project will move forward.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** There were forty-two (42) citizens that attended the meeting per the sign in sheets. Seven (7) written comments were received at the hearing and one (1) comments were received by mail. There were zero (0) oral comments recorded by the court reporter at the meeting. In addition, five (5) emailed/online comments were received by VDOT.



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

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

The meeting was called to order by the Chairman.

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

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

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

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

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Bohls Brothers, Inc., Staunton, Va., at the bid of \$67,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pizarro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,856.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,960.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

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

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.612 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

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

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

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

# Re: LACC 116164 - I-77 EXIT 41 INTERCHANGE IMPROVEMENTS

On Mon, Jul 26, 2021 at 11:56 AM Lori Snider <[Lori.Snider@vdot.virginia.gov](mailto:Lori.Snider@vdot.virginia.gov)> wrote:  
I approve of this proposed LACC from a Right of Way & Utilities' perspective.

Thank you,  
Lori

**Lori A. Snider**  
*State Right of Way & Utilities  
Director*  
Virginia Department of  
Transportation  
(434)907-4915 cell  
(804)786-5841 office  
[Lori.Snider@VDOT.Virginia.gov](mailto:Lori.Snider@VDOT.Virginia.gov)

**From:** Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>  
**Sent:** Monday, July 26, 2021 11:53 AM  
**To:** Lori Snider <[Lori.Snider@vdot.virginia.gov](mailto:Lori.Snider@vdot.virginia.gov)>  
**Cc:** George Rogerson <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>  
**Subject:** Fwd: LACC 116164 - I-77 EXIT 41 INTERCHANGE IMPROVEMENTS

Lori,

Please see the attached LACC item provided for review by L&D. It is a shift in the existing limited access lines to accommodate new ramps at the I-77 and I-81 interchange. I have reviewed this item and recommend your approval. If you concur, please respond to George who is included here. Thank you.

Neil

Neil M. Hord  
Program Manager Property Management  
Right of Way & Utilities Division  
1401 E. Broad Street, 5<sup>th</sup> Floor  
Richmond, Virginia 23219  
Phone: (804) 786-4079  
Fax: (804) 786-1706  
<http://pmi.vdot.virginia.gov/>

----- Forwarded message -----

**From:** Rogerson, George <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>  
**Date:** Thu, Jul 22, 2021 at 11:30 AM

Subject: Fwd: LACC 116164 - I-77 EXIT 41 INTERCHANGE IMPROVEMENTS  
To: Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>  
Cc: Vernon Heishman <[vernon.heishman@vdot.virginia.gov](mailto:vernon.heishman@vdot.virginia.gov)>

Neil,

I have attached the LACC documents for the above-mentioned project for your review and comments for the **September 15, 2021 CTB Meeting**. If you have no comments, please send an email to Lori recommending your approval of the LACCs. Please reply by the COB **July 30, 2021**.

If you have any questions or concerns, please contact me.

Thank you,

**George T. Rogerson, Jr.**

*Policies & Procedures Section Manager  
Location & Design Division / Central Office*  
Virginia Department of Transportation  
804-350-1571 (cell)  
[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)



# 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

September 1, 2021

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 Alison 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 Mark H. Merrill  
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 I-77 Exit 41 Interchange Improvements in Wythe 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 0081-139-256, P101, R201, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACC's will not adversely affect the safety or 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

# Resolution



**Resolution of Endorsement for the I-81 Southbound, Exit 72 and the I-77 Northbound, Exit 41 Interchange Modifications, also known as VDOT Project Number 0081-139-256, C501 P101, R201 and as VDOT UPC 116164**

**WHEREAS**, a comprehensive, cooperative and continuing transportation planning process is to be carried out with the State of Virginia and the Town of Wytheville working together to facilitate this process year-round; and,

**WHEREAS**, the Town Council of the Town of Wytheville, Virginia, recognizes the importance of prioritizing transportation projects for funding by the Commonwealth Transportation Board based on an objective and fair analysis applied statewide, and prioritization is for the benefit of the town citizens; and,

**WHEREAS**, the Town Council acknowledges that the Town has identified the I-77, Exit 41 Ramp Modifications in the Town of Wytheville Comprehensive Plan as a high priority project to improve transportation safety and encourage development of the Progress Park Industrial Area; and,

**WHEREAS**, the Town Council recognizes that the realignment of the I-77 northbound ramp with Nye Road will improve truck traffic safety and create a more clear and welcoming arrival for visitors stopping in the Town of Wytheville; and,


**WHEREAS**, the Town Council acknowledges that the reconfiguration of the interchange supports the economic vibrancy of the Town of Wytheville and Wythe County.

**NOW, THEREFORE, BE IT RESOLVED**, that the Town Council of the Town of Wytheville, Virginia, approves and supports the limited access changes and ramp realignment as currently presented in the VDOT Project Number 0081-139-256, C501 P101, R201, also known as VDOT UPC-116164.

**BE IT FURTHER RESOLVED**, that the Town Council of the Town of Wytheville, Virginia, encourages and implores its Commonwealth Transportation Board and the Virginia Department of Transportation to complete design approval and implement the aforementioned project, and approves forwarding a copy of this resolution to the VDOT Wytheville Residency Office and the VDOT Bristol District Office.

Adopted this 28th day of June, 2021.

  
Beth A. Taylor, Mayor

ATTEST:  
  
Sharon G. Corvin, CMC, Town Clerk



# I-77 Exit 41 Interchange Improvements

Location and Design Public Hearing - July 15, 2021



**Legend**

- Proposed Road
- Shoulder
- Shoulder Management Lane
- Signal
- Center Right of Way
- Proposed Right of Way Line
- Proposed Interchange
- Proposed Lane
- Construction Area
- Construction Utility of Distribution
- Construction 11 ft

**Project Location**

North Annee & South Tyler County

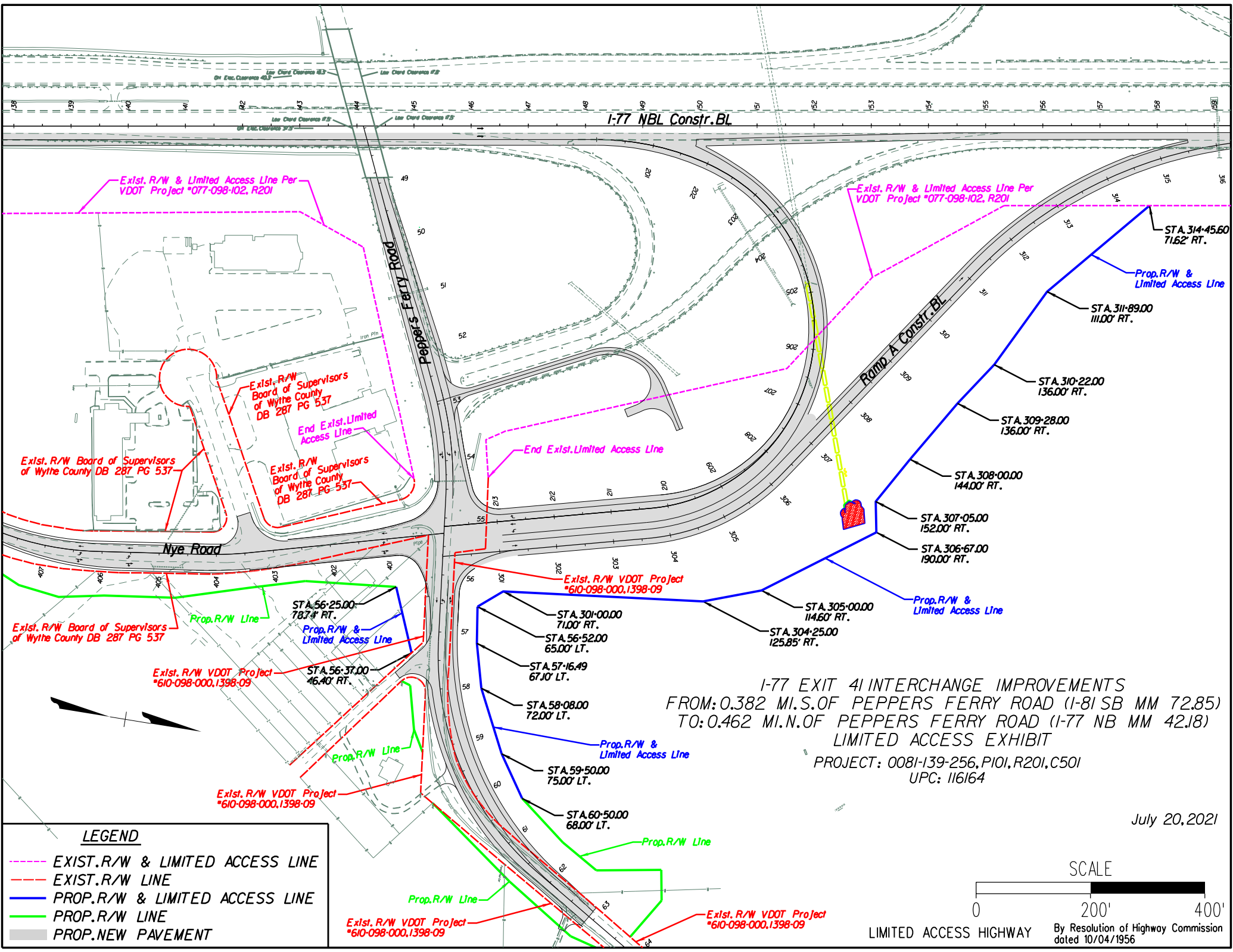
**Contact Information**

Virginia Department of Transportation  
 3000 Northpark Drive, Suite 100  
 Bristol, Virginia 22101  
 Contact: 800-368-7689 or vdot@virginia.gov

**I-77 EXIT 41 INTERCHANGE IMPROVEMENTS**  
**FROM: 0.382 MI. S. OF PEPPERS FERRY ROAD (I-81 SB MM 72.85)**  
**TO: 0.462 MI. N OF PEPPERS FERRY ROAD (I-77 NB MM 42.18)**  
**LIMITED ACCESS CONTROL POINTS**  
**PROJECT: 0081-139-256, P101, R201, C501**  
**UPC: 116164**

BASELINE	STATION	OFFSET (FT.)	LEFT/RIGHT
Peppers Ferry Road	56+25.00	78.74	Right
Peppers Ferry Road	56+37.00	46.40	Right
Peppers Ferry Road	56+52.00	65.00	Left
Peppers Ferry Road	57+16.49	67.10	Left
Peppers Ferry Road	58+08.00	72.00	Left
Peppers Ferry Road	59+50.00	75.00	Left
Peppers Ferry Road	60+50.00	68.00	Left
Ramp A (NB Entrance)	301+00.00	71.00	Right
Ramp A (NB Entrance)	304+25.00	125.85	Right
Ramp A (NB Entrance)	305+00.00	114.60	Right
Ramp A (NB Entrance)	306+67.00	190.00	Right
Ramp A (NB Entrance)	307+05.00	152.00	Right
Ramp A (NB Entrance)	308+00.00	144.00	Right
Ramp A (NB Entrance)	309+28.00	136.00	Right
Ramp A (NB Entrance)	310+22.00	136.00	Right
Ramp A (NB Entrance)	311+89.00	111.00	Right
Ramp A (NB Entrance)	314+45.60	71.62	Right





I-77 NBL Constr. BL

Ramp A Constr. BL

Peppers Ferry Road

Nye Road

Exist. R/W & Limited Access Line Per VDOT Project \*077-098-102, R201

Exist. R/W & Limited Access Line Per VDOT Project \*077-098-102, R201

Exist. R/W Board of Supervisors of Wythe County DB 287 PG 537

Exist. R/W Board of Supervisors of Wythe County DB 287 PG 537

Exist. R/W Board of Supervisors of Wythe County DB 287 PG 537

Exist. R/W Board of Supervisors of Wythe County DB 287 PG 537

Prop. R/W & Limited Access Line

Prop. R/W Line

Exist. R/W VDOT Project \*610-098-000,1398-09

Exist. R/W VDOT Project \*610-098-000,1398-09

Exist. R/W VDOT Project \*610-098-000,1398-09

Exist. R/W VDOT Project \*610-098-000,1398-09

Exist. R/W & Limited Access Line Per VDOT Project \*077-098-102, R201

STA. 314-45.60  
71.62' RT.

Prop. R/W & Limited Access Line

STA. 311-89.00  
111.00' RT.

STA. 310-22.00  
136.00' RT.

STA. 309-28.00  
136.00' RT.

STA. 308-00.00  
144.00' RT.

STA. 307-05.00  
152.00' RT.

STA. 306-67.00  
190.00' RT.

Prop. R/W & Limited Access Line

STA. 305-00.00  
114.60' RT.

STA. 304-25.00  
125.85' RT.

Exist. R/W VDOT Project \*610-098-000,1398-09

STA. 301-00.00  
71.00' RT.

STA. 56-52.00  
65.00' LT.

STA. 57-16.49  
67.10' LT.

STA. 58-08.00  
72.00' LT.

Prop. R/W & Limited Access Line

STA. 59-50.00  
75.00' LT.

STA. 60-50.00  
68.00' LT.

Prop. R/W Line

Prop. R/W Line

I-77 EXIT 41 INTERCHANGE IMPROVEMENTS  
FROM: 0.382 MI. S. OF PEPPERS FERRY ROAD (I-81 SB MM 72.85)  
TO: 0.462 MI. N. OF PEPPERS FERRY ROAD (I-77 NB MM 42.18)  
LIMITED ACCESS EXHIBIT

PROJECT: 0081-139-256, P101, R201, C501  
UPC: 116164

July 20, 2021

**LEGEND**

- EXIST. R/W & LIMITED ACCESS LINE
- EXIST. R/W LINE
- PROP. R/W & LIMITED ACCESS LINE
- PROP. R/W LINE
- PROP. NEW PAVEMENT

SCALE



LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated 10/04/1956





# 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 # 14*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 15, 2021

#### MOTION

Made By:            Seconded By:            Action:

**Title: Limited Access Control Changes (LACCs) for Interstate 64 Hampton Roads  
Bridge-Tunnel Expansion  
Cities of Hampton and Norfolk**

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-64, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”; and

**WHEREAS**, State Highway Project 0064-M06-032, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621, B622, B623, B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B634 (UPC# 115008) provides for the widening of I-64 from four lanes to six lanes, with two of the lanes being High Occupancy Toll (HOT) lanes, and with provisions for part time HOT shoulder lanes, from 0.177 miles west of Settlers Landing Road in Hampton, Virginia to 0.640 miles west of Route 168 (Tidewater Drive) in Norfolk, Virginia, with two new bored tunnels under the Hampton Roads harbor and new trestles connecting the tunnels to the land on both sides (the “Project”). These improvements will improve safety and relieve congestion through the I-64 corridor; and

**WHEREAS**, the widening of I-64 and the construction of the new tunnel requires the construction of a Dominion Energy Virginia substation and a switchgear facility on Willoughby Spit, just west of the westbound ramps of the 15<sup>th</sup> View Street and West Ocean Avenue Interchange in an area bisected by the existing Limited Access Line; and

**WHEREAS**, the Limited Access Line will be relocated to between the substation and the Interstate, as shown in Attachment 1; and

**WHEREAS**, the original plans for Interstate I-64 on Willoughby Spit showed the proposed Limited Access Line extending across the WB on and off ramps at the 15<sup>th</sup> View Street and West Ocean Avenue Interchange, which needs to be eliminated for the lawful passage of traffic, as shown in Attachment 1; and

**WHEREAS**, the original plans for Interstate I-64 in Norfolk showed the proposed Limited Access Line extending across the WB on ramp at the Granby Street Interchange, which needs to be eliminated for the lawful passage of traffic, as shown in Attachment 2; and

**WHEREAS**, the design builder, Hampton Roads Connector Partners, posted a Notice of Willingness for Public Comment (“Willingness”) on May 6, 2021, and May 14, 2021, in *The Virginia-Pilot* and the *Daily Press* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on May 20, 2021, with no comments or other input from the public; and

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

**WHEREAS**, the Virginia Department of Transportation’s (VDOT) Hampton Roads Bridge-Tunnel Expansion Project Office has reviewed and approved the traffic analysis report completed on April 13, 2020, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, the Project is in compliance with National Environmental Policy Act requirements and a Final Supplemental Environmental Impact Statement was prepared identifying the corridor under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on June 12, 2017, and an Environmental Assessment Re-evaluation of the Final Supplemental Environmental Impact Statement, incorporating the proposed managed lanes was prepared under an agreement between the VDOT and the FHWA and approved on October 23, 2018; and

**WHEREAS**, the Project is located within an attainment area for ozone, and National Ambient Air Quality Reports were completed by VDOT on August 9, 2016, and it was determined that the Project will not have an adverse impact on air quality; and

**WHEREAS**, the Project is in the Cities of Hampton and Norfolk and the proposed LACCs are supported by a letter from the City of Norfolk Director of Public Works dated June 4, 2020; and

**WHEREAS**, the FHWA has provided approval for State Highway Project 0064-M06-032, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621, B622, B623, B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B634 (UPC# 115008) and the proposed LACCs in a letter dated August 12, 2021; and

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

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

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

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
I-64 Hampton Roads Bridge-Tunnel Expansion  
Cities of Hampton and Norfolk  
September 15, 2021  
Page 4 of 4

**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 VDOT made herein, and directs that I-64 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**, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

####

**Proposed Limited Access Control Changes (LACCs)**  
**Interstate 64 Hampton Roads Bridge-Tunnel Expansion**  
**Project 0064-M06-032, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607,**  
**B608, B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621,**  
**B622, B623, B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B634**  
**UPC# 115008**  
**Cities of Hampton and Norfolk**

**Issues:** The area designated as limited access previously approved for I-64 between Settlers Landing Road in Hampton, Virginia, and Route 168 (Tidewater Drive) in Norfolk, Virginia, needs to be modified to accommodate the I-64 Hampton Roads Bridge-Tunnel Expansion. 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 I-64 in Norfolk, Virginia, was previously established on October 4, 1956 by the State Highway Commission, predecessor to the CTB, which designated the Interstate Highway System, including I-64, to be a Limited Access Highway in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”
- State Highway Project 0064-M06-032, C501 (UPC# 115008) provides for the widening of I-64 from four lanes to six lanes, with two of the lanes being High Occupancy Toll (HOT) lanes, and with provisions for part time HOT shoulder lanes, from 0.177 miles west of Settlers Landing Road in Hampton, Virginia, to 0.640 miles west of Route 168 (Tidewater Drive) in Norfolk, Virginia, with two new bored tunnels under the Hampton Roads harbor and new trestles connecting the tunnels to the land on both sides (the “Project”). Improvements on Willoughby Spit just east of the tunnel trestles, including the construction of a Dominion Energy Virginia substation and a switchgear facility, 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 (Attachment 1).
- Research into the original plans indicated that the original limited access lines established by the Highway Commission in 1956 included limited access control across the westbound on and off ramps at the 15<sup>th</sup> View Street and West Ocean Avenue Interchange and the westbound on ramp at the Granby Street Interchange, as shown in Attachments 1 and, 2 which should to be eliminated for the lawful passage of traffic.
- The design-builder, Hampton Roads Connector Partners, posted a Notice of Willingness for Public Comment (“Willingness”) on May 6, 2021, and May 14, 2021, in *The Virginia-Pilot* and the *Daily Press* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request.

- The 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.
- Virginia Department of Transportation's (VDOT) Hampton Roads Bridge-Tunnel Expansion Project Office has reviewed and approved the traffic analysis report completed April 13, 2020, and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act requirements and a Final Supplemental Environmental Impact Statement was prepared, identifying the corridor under an agreement between VDOT and the Federal Highway Administration (FHWA), and approved on June 12, 2017. An Environmental Assessment Re-evaluation of the Final Supplemental Environmental Impact Statement, incorporating the proposed managed lanes was prepared under an agreement between the VDOT and the FHWA and approved on October 23, 2018.
- The Project is located within an attainment area for ozone, and National Ambient Air Quality Reports were completed by VDOT on August 9, 2016, and it was determined that the Project will not have an adverse impact on air quality.
- The Project is in the Cities of Hampton and Norfolk and the proposed LACCs are supported by a letter from the City of Norfolk Director of Public Works dated June 4, 2020.
- FHWA provided the approval for State Highway Project 0064-M06-032, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621, B622, B623, B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B644 (UPC# 115008) and the proposed LACCs in a letter dated August 12, 2021.
- VDOT's 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, pursuant to § 33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the I-64 corridor continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way



CTB Decision Brief  
Proposed Limited Access Control Changes (LACCs)  
I-64 Hampton Roads Bridge-Tunnel Expansion  
Cities of Hampton and Norfolk  
September 15, 2021  
Page 3 of 3

previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

**Action Required by CTB:** The § 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 the resolution, and the I-64 Hampton Roads Bridge-Tunnel Expansion Project will move forward.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** The Willingness expired on May 20, 2021, with no comments or other input from the public.

Attachment 1  
Substation LACC

# Hampton Roads Bridge Tunnel Project Location Map

OPS-6-00-75-04



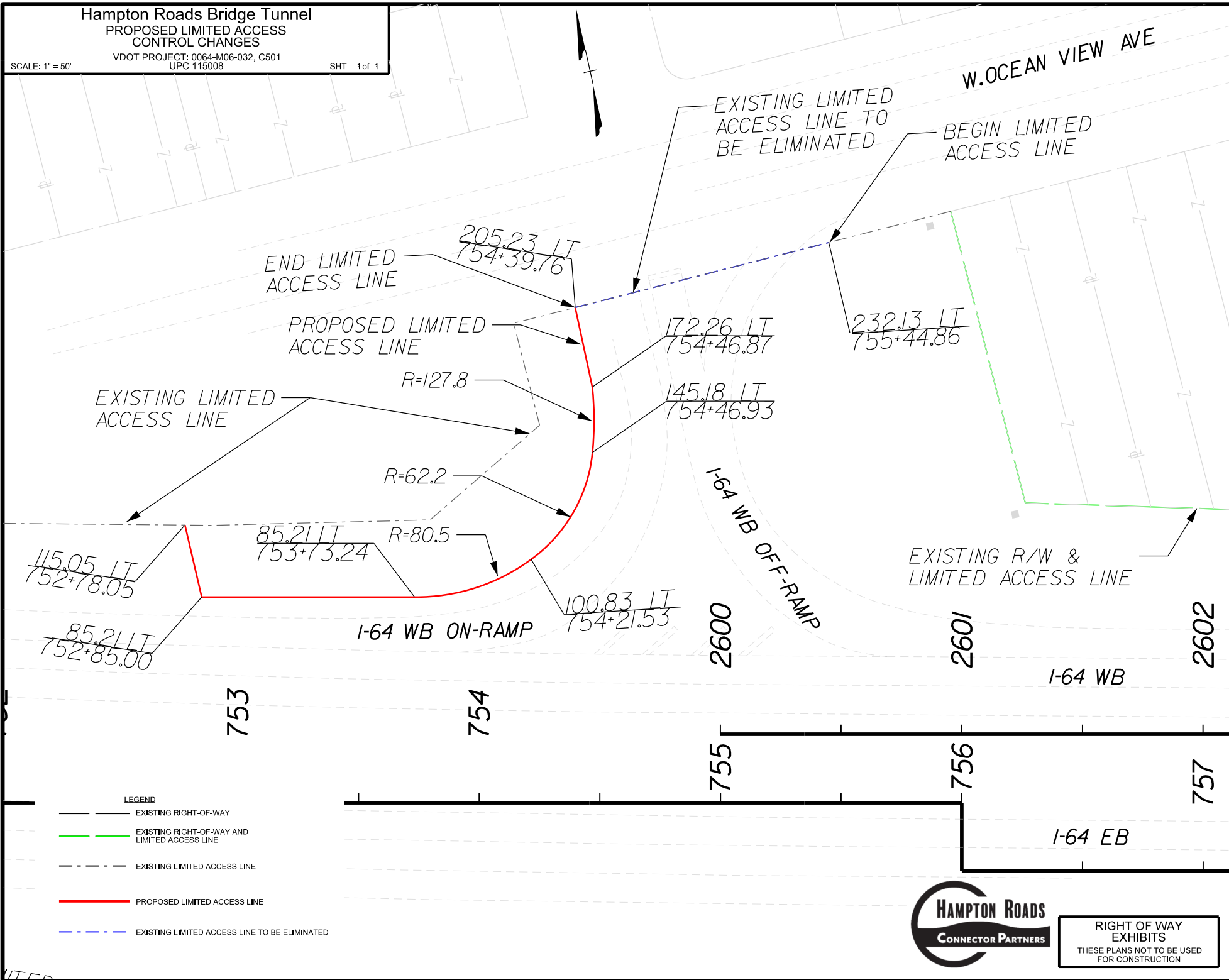
# Hampton Roads Bridge Tunnel

## PROPOSED LIMITED ACCESS CONTROL CHANGES

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SCALE: 1" = 50'

SHT 1 of 1



Hampton Roads Bridge Tunnel  
 PROPOSED LIMITED ACCESS  
 CONTROL CHANGES

VDOT PROJECT: 0064-M06-032, C501  
 UPC 115008

SCALE: 1" = 50'

SHT 1 of 1

EXISTING LIMITED  
 ACCESS LINE TO  
 BE ELIMINATED

BEGIN LIMITED  
 ACCESS LINE

END LIMITED  
 ACCESS LINE

PROPOSED LIMITED  
 ACCESS LINE

EXISTING LIMITED  
 ACCESS LINE

R=127.8

R=62.2

R=80.5

I-64 WB OFF-RAMP

I-64 WB ON-RAMP

EXISTING R/W &  
 LIMITED ACCESS LINE

W.OCEAN VIEW AVE

2600

2601

2602

I-64 WB

753

754

755

756

757

I-64 EB

LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
- EXISTING LIMITED ACCESS LINE
- PROPOSED LIMITED ACCESS LINE
- EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



RIGHT OF WAY  
 EXHIBITS  
 THESE PLANS NOT TO BE USED  
 FOR CONSTRUCTION

HRBT - Limited Access Points Table I-64

VDOT PROJECT: 0064-M06-032, C501

UPC 115008

<u>Sheet Reference</u>	<u>Line ID</u>	<u>Baseline Reference</u>	<u>Station</u>	<u>Offset</u>	<u>LT / RT</u>
1	Prop Limited Access Line	Mainline (EBL)	752+78.05	115.05	LT
	Prop Limited Access Line	Mainline (EBL)	752+85.00	85.21	LT
	Prop Limited Access Line	Mainline (EBL)	753+73.24	85.21	LT
	Prop Limited Access Line	Mainline (EBL)	754+21.53	100.83	LT
	Prop Limited Access Line	Mainline (EBL)	754+46.93	145.18	LT
	Prop Limited Access Line	Mainline (EBL)	754+46.87	172.26	LT
	Prop Limited Access Line	Mainline (EBL)	754+39.76	205.23	LT
	Prop Limited Access Line	Mainline (EBL)	755+44.86	232.13	LT

Attachment 2  
Granby Street Ramp  
Limited Access Elimination

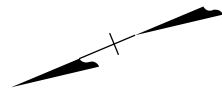
Hampton Roads Bridge Tunnel

PROPOSED LIMITED ACCESS  
CONTROL CHANGES

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SCALE: 1"=50'

SHT 9 of 11



GRANBY ST.  
U.S. ROUTE 460  
110' R/W, CITY PLAT #2361

Sta +50.67  
Off 190.09 LT

Sta +16.43  
Off 185.93 LT

Ex. R/W & Limited Access  
Per 0064-122-101, R/W-202

Ex. R/W & Limited Access  
Per 0064-122-101, R/W-202

Existing Limited  
Access Line to be  
Eliminated

4RAMP\_C

2795

2796

2797

2798

2799

2800

I-64 WB

LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



RIGHT OF WAY  
EXHIBITS  
THESE PLANS NOT TO BE USED  
FOR CONSTRUCTION



# 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 # 3*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 14, 2020

#### MOTION

**Made By: Ms. Hynes, Seconded By: Mr. Rucker**  
**Action: Motion Carried, Unanimously**

**Title: Limited Access Control Changes (LACCs) for Interstate 64 Hampton Roads  
Bridge-Tunnel Expansion  
Cities of Hampton and Norfolk**

**WHEREAS**, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-64, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.,” and

**WHEREAS**, State Highway Project 0064-M06-032, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621, B622, B623, B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B634 (UPC# 115008) provides for the widening of I-64 from four lanes to six lanes, with two of the lanes being High Occupancy Toll (HOT) lanes, and with provisions for part time HOT shoulder lanes, from 0.177 miles west of Settlers Landing Road in Hampton, Virginia to 0.640 miles west of Route 168 (Tidewater Drive) in Norfolk, Virginia, with two new bored tunnels under the Hampton Roads harbor and new trestles connecting the tunnels to the land on both sides (the “Project”). These improvements will improve safety and relieve congestion through the I-64 corridor; and



**WHEREAS**, the widening of I-64 requires a minor outward shift of the limited access line on the westbound side in the City of Hampton and on the eastbound side in the City of Norfolk, a relocated break in limited access for the relocation of a ramp and the elimination of limited access lines along the Willoughby Bay Bridge, per the Virginia Department of Transportation (VDOT) Southeast Region Right of Way Manager for Special Projects in consultation with the Attorney General's Office, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

**WHEREAS**, the design builder, Hampton Roads Connector Partners, posted a Notice of Willingness for Public Comment ("Willingness") on May 28, 2020 in the *Daily Press*, on June 1, 2020 in *The Virginia-Pilot* and on June 4, 2020 in *The New Journal and Guide* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on June 19, 2020, with no comments or other input from the public; and

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

**WHEREAS**, the VDOT Hampton Roads Bridge-Tunnel Expansion Project Office has reviewed and approved the traffic analysis report completed on April 13, 2020 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

**WHEREAS**, the Project is in compliance with National Environmental Policy Act requirements and a Final Supplemental Environmental Impact Statement was prepared identifying the corridor under an agreement between the VDOT and the Federal Highway Administration (FHWA) and approved on June 12, 2017; an Environmental Assessment Re-evaluation of the Final Supplemental Environmental Impact Statement, incorporating the proposed managed lanes was prepared under an agreement between the VDOT and the FHWA and approved on October 23, 2018; and

**WHEREAS**, the Project is located within an attainment area for ozone, and National Ambient Air Quality Reports were completed by VDOT on August 9, 2016 and it was determined that the Project will not have an adverse impact on air quality; and

Resolution of the Board  
Proposed Limited Access Control Change (LACCs)  
I-64 Hampton Roads Bridge-Tunnel Expansion  
Cities of Hampton and Norfolk  
July 14, 2020  
Page 3 of 3

**WHEREAS**, the Project is in the Cities of Hampton and Norfolk and is supported by letters from the City of Hampton Director of Public Works dated June 17, 2020 and the City of Norfolk Director of Public Works dated June 4, 2020; and

**WHEREAS**, the FHWA provided approval for State Highway Project 0064-M06-032, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621, B622, B623, B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B634 (UPC# 115008) and the proposed LACCs on June 23, 2020; and

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

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

**WHEREAS**, the VDOT recommends approval of the proposed 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 Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that I-64 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**, the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement such changes.

#####

**Proposed Limited Access Control Changes (LACCs)**  
**Interstate 64 Hampton Roads Bridge-Tunnel Expansion**  
**Project 0064-M06-032, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607,**  
**B608, B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621,**  
**B622, B623, B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B634**  
**UPC# 115008**  
**Cities of Hampton and Norfolk**

**Issues:** The area designated as limited access previously approved for I-64 between Settlers Landing Road in Hampton, Virginia and Route 168 (Tidewater Drive) in Norfolk, Virginia needs to be modified to accommodate the I-64 Hampton Roads Bridge-Tunnel Expansion. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

**Facts:**

- Limited access control for I-64 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), which designated the Interstate Highway System, including I-64, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the *Code of Virginia* of 1950, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”.
- State Highway Project 0064-M06-032, C501 (UPC# 115008) provides for the widening of I-64 from four lanes to six lanes, with two of the lanes being High Occupancy Toll (HOT) lanes, and with provisions for part time HOT shoulder lanes, from 0.177 miles west of Settlers Landing Road in Hampton, Virginia to 0.640 miles west of Route 168 (Tidewater Drive) in Norfolk, Virginia, with two new bored tunnels under the Hampton Roads harbor and new trestles connecting the tunnels to the land on both sides. 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).
- The design builder, Hampton Roads Connector Partners, posted a Notice of Willingness for Public Comment (“Willingness”) on May 28, 2020 in the *Daily Press*, on June 1, 2020 in *The Virginia-Pilot* and on June 4, 2020 in *The New Journal and Guide* for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on June 19, 2020, with no comments or other input from the public.
- 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 Virginia Department of Transportation (VDOT) Hampton Roads Bridge-Tunnel Expansion Project Office has reviewed and approved the traffic analysis report completed April 13, 2020, and found that it adequately addresses the impacts from the Project and the proposed LACCs.
- The Project is in compliance with National Environmental Policy Act requirements and a Final Supplemental Environmental Impact Statement was prepared identifying the corridor under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on June 12, 2017; an Environmental Assessment Re-evaluation of the Final Supplemental Environmental Impact Statement incorporating the proposed managed lanes was prepared under an agreement between VDOT and FHWA and approved on October 23, 2018.
- The Project is located within an attainment area for ozone, and National Ambient Air Quality Reports were completed by VDOT on August 9, 2016, and it was determined that the Project will not have an adverse impact on air quality.
- The Project is in the Cities of Hampton and Norfolk, and is supported by letters from the City of Hampton Director of Public Works dated June 17, 2020, and the City of Norfolk Director of Public Works dated June 4, 2020.
- The FHWA provided the approval for State Highway Project 0064-M06-032, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621, B622, B623, B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B634 (UPC# 115008) and the proposed LACCs on June 23, 2020.
- The Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

**Recommendations:** It is recommended, pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the I-64 corridor continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

CTB Decision Brief  
Proposed Limited Access Control Changes (LACCs)  
I-64 Hampton Roads Bridge-Tunnel Expansion  
Cities of Hampton and Norfolk  
July 14, 2020  
Page 3 of 3

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

**Result, if Approved:** The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the I-64 Hampton Roads Bridge-Tunnel Expansion Project will move forward.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** A total of two hundred thirty-nine (239) citizens attended the two (2) Hearings per the sign in sheets. Thirty-eight (38) written comments were received, and nine (9) oral comments recorded by the court reporter. In addition, nine (9) emailed comments were received by VDOT.



# 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

June 10, 2020

Mr. Thomas Nelson, Jr. P.E.  
Division Administrator  
Federal Highway Administration  
P.O. Box 10249  
400 N. 8<sup>th</sup> Street Room 750  
Richmond, Virginia 23240-0249

Attention Ms. Janice L. Williams

Interstate I-64  
I-64 Hampton Roads Bridge Tunnel Expansion  
Projects: 0064-M06-032, P101, R201, C501, B601-B634  
Federal Project Number NHPP-5A03 (992)  
UPC 115008  
Cities of Hampton and Norfolk  
Request for Modified Limited Access Line

Dear Mr. Nelson,

As you are aware, The Virginia Department of Transportation (VDOT) is developing plans for the widening and construction of I-64, between Exit 267 (Settlers Landing Road, U. S. Route 60) and Exit 276 (Little Creek Road, VA Route 165), including the construction of two bored tunnels and the development of HOT lanes, in the Cities of Hampton and Norfolk, Virginia. This project will provide additional capacity along the I-64 corridor in the region, improving operations and safety, reducing congestion and improving travel time reliability.

As a result of the design of the project, the Limited Access Line along the Interstate I-64 between Exit 267 and Exit 276 needs to be modified to encompass the required construction.

I-64 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956.

The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Supplemental Environmental Impact Statement (SEIS) was developed and for which the FHWA issued a Record of Decision on June 12, 2017. Following the designation of HOT lanes for the I-64 Corridor in Hampton Roads, an Environmental Assessment (EA) for the re-evaluation of the FEIS was prepared. The Finding of No Significant Impact was issued by the FHWA on October 23, 2018.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines along I-95 as shown on the attached exhibits and the control point table. These include minor modifications in the areas of the Mallory Street, Bayville Street and Little Creek Road interchanges and the elimination of Limited Access Control along the bridge structure over Willoughby Bay

Attached please find a copy of the Title Sheets for the project segments with Limited Access Control Changes, a Location Map, exhibits showing each of the individual areas of LACC, and the Limited Access Point Table and Design Plan Sheets for the affected areas.

VDOT approves of the Limited Access Control Changes as shown on the exhibit and point control table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on July 15, 2020.

If additional information is needed, please contact Mr. Richard C. Worssam, P.E. at 804.840.7059 or richard.worssam@vdot.virginia.gov.

Sincerely,

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

Approved: \_\_\_\_\_ Date \_\_\_\_\_

Enclosure  
Exhibits



# 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

April 24, 2020

### MEMORANDUM

TO: James S. Utterback, PMP  
VDOT Project Director  
HRBT Expansion Project

FROM: Ryan A, Crisp  
VDOT Southeast Right-of-Way Manager  
HRBT Expansion Project

SUBJECT: Willoughby Bay Bridge Right-of-Way – Limited Access

In accordance with Virginia Department of Transportation policy, a review of the limited access line along Willoughby Bay Bridge was completed. There was some discussion concerning the portion of the limited access line that is currently underwater. The Office of the Attorney General was consulted. The Department has reached the following conclusions:

- The existing limited access line that is located above navigable water and below the mean-low water line along Willoughby Bay Bridge, would be unenforceable by the Department, but still is of record.
- Enforcement of the limited access line along this portion of Interstate 64 begins and ends at the mean-low water line of navigable waters.
- Any right-of-way plans or plats that will be completed and recorded need to indicate the current conditions, which include identification of the existing limited access line. Not including the limited access line on the construction plans that will not be recorded is permissible. The limited access line should be shown on right-of-way plans or plats that will be recorded as part of the project unless and until the limited access line is moved or vacated by the Commonwealth Transportation Board.



April 24, 2020  
Page Two

If you have any questions or concerns, please do not hesitate to contact me at 757-956-3239 or [Ryan.crisp@vdot.virginia.gov](mailto:Ryan.crisp@vdot.virginia.gov).

Sincerely,



Ryan Crisp  
Right-of-Way Manger  
Special Projects – Southeast Region

cc: Mr. Peter Reilly, Deputy Project Director  
Mr. Richard Worssam, Assistant State Location and Design Engineer  
Ms. Chandra Lantz, Senior Assistant Attorney General/Section Chief  
Mr. C. L. Griggs, Jr., State Right-of-Way Manager  
Mr. Richie Stuart, Assistant State Right-of-Way Manager

June 4, 2020

Mr. Jose Ignacio Alos Martin  
Hampton Roads Connector Partners  
240 Corporate Blvd, Suite 400  
Norfolk, VA 23502

Re: HRBT Expansion Limited Access Conversion

Dear Mr. Alos,

Please accept this letter as confirmation that the City of Norfolk, Virginia has reviewed and supports the limited access revisions along Interstate 64 within the City's limits as required for the Hampton Roads Bridge Tunnel Expansion Project (0064-M06-032).

Please contact ROW Administrator, Freda Burns (757) 636-3774 (24 hours) or City Surveyor Katy Marchello (757) 664-4645, if you have any questions or need additional information. The City of Norfolk looks forward to the successful completion of this project.

Sincerely,



Richard Broad  
Director of Public Works

# Re: LACC UPC 115008 - I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION

**Rogerson, George** <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)> Jun 18, 2020,  
4:03 PM

to Lori, Neil

Lori,

Thank you very much.

George

On Thu, Jun 18, 2020 at 3:58 PM Lori Snider <[Lori.Snider@vdot.virginia.gov](mailto:Lori.Snider@vdot.virginia.gov)> wrote:  
I approve of this limited access control change from a Right of Way & Utilities perspective.

Thank you,  
Lori

**From:** Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>  
**Sent:** Thursday, June 18, 2020 3:10 PM  
**To:** Lori Snider <[lori.snider@vdot.virginia.gov](mailto:lori.snider@vdot.virginia.gov)>  
**Cc:** George Rogerson <[george.rogerson@vdot.virginia.gov](mailto:george.rogerson@vdot.virginia.gov)>  
**Subject:** Fwd: LACC UPC 115008 - I-64 HAMPTON ROADS BRIDGE-TUNNEL  
EXPANSION

Lori,

I have received the attached project related LACC from L&D. I have reviewed it and recommend your approval from a right of way and utilities perspective. If you concur please respond to George Rogerson who is included in this email. Thank you

Neil

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

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

The meeting was called to order by the Chairman.

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

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

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

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

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1887-15-18, Route 615, Bridge and Approaches Three Creek, Southampton County, to the low bidder, Norfolk Contracting Co., Norfolk, Va., at the bid of \$102,949.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 600, S. End of Bridge over Claytons Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Bohls Brothers, Inc., Staunton, Va., at the bid of \$67,435.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,180.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1881-10, Routes 681, 640, 0.01 Mile E. of W. Int. Route 661, (E. of Pizarro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,856.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,960.00 chargeable to this project; to be financed with \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

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

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of \$500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.612 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

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

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

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



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

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

July 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 Kasprowicz  
The Honorable Raymond D. Smoot, Jr.  
The Honorable Marty Williams  
The Honorable John Malbon  
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the Interstate 64 Hampton Roads Bridge-Tunnel Expansion in the Cities of Hampton and Norfolk.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Projects 0064-M06-032, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621, B622, B623, B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B634 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



June 17, 2020

Mr. Jose Ignacio Alos Martin  
Hampton Roads Connector Partners  
240 Corporate Blvd, Suite 400  
Norfolk, VA 23502

**Re:** HRBT Expansion Limited Access Conversion

Dear Mr. Alos,

Please accept this letter as confirmation that the City of Hampton, Virginia has reviewed and supports the limited access revisions along Interstate 64 within the City's limits as required for the Hampton Roads Bridge Tunnel Expansion Project (0064-M06-032).

Please contact ROW Administrator, Cindy Hurr (757) 727-6785 [cindy.hurr@hampton.gov](mailto:cindy.hurr@hampton.gov) or City Surveyor Randel Edwards (757) 728-2029 [rjedwards@hampton.gov](mailto:rjedwards@hampton.gov) , if you have any questions or need additional information. The City of Hampton looks forward to the successful completion of this project.

If any additional information is required, please contact me at 757-726-2950.

Sincerely,

Jason Mitchell  
Director of Public Works  
City of Hampton  
22 Lincoln Street  
Hampton VA 23669

cc: McCord Newsome, P.E. – Interim City Engineer  
Stefanie Strachan - Accountant-Sr, Public Works  
Sandon S. Rogers, P.E., LS – Sr Engineer VDOT  
File

Hampton Roads Bridge Tunnel





PROPOSED LIMITED ACCESS CONTROL CHANGES

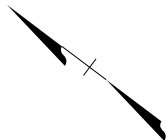
VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SCALE: 1" = 50'

SHT 1 of 19

LEGEND

-  EXISTING RIGHT-OF-WAY
-  EXISTING LIMITED ACCESS LINE
-  PROPOSED LIMITED ACCESS LINE
-  EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



BEGIN LIMITED ACCESS LINE

266.47 LT  
2529+81.98

EXISTING R/W LINE

PROPOSED LIMITED ACCESS LINE

EXISTING LIMITED ACCESS LINE

MALLORY ST

107.93 LT  
2529+82.45

EXISTING R/W LINE

PROPOSED LIMITED ACCESS LINE

83.97 LT  
2530+98.72

EXISTING R/W LINE

77.92 LT  
2529+80.27

HOME PLACE

EXISTING R/W LINE

EXISTING R/W & LIMITED ACCESS LINE

2527

2528

2529

2530

2531

2532

538

539

540

541

542

543

I-64 WB

I-64 EB

I-64 EB RAMP



RIGHT OF WAY EXHIBITS  
THESE PLANS NOT TO BE USED FOR CONSTRUCTION



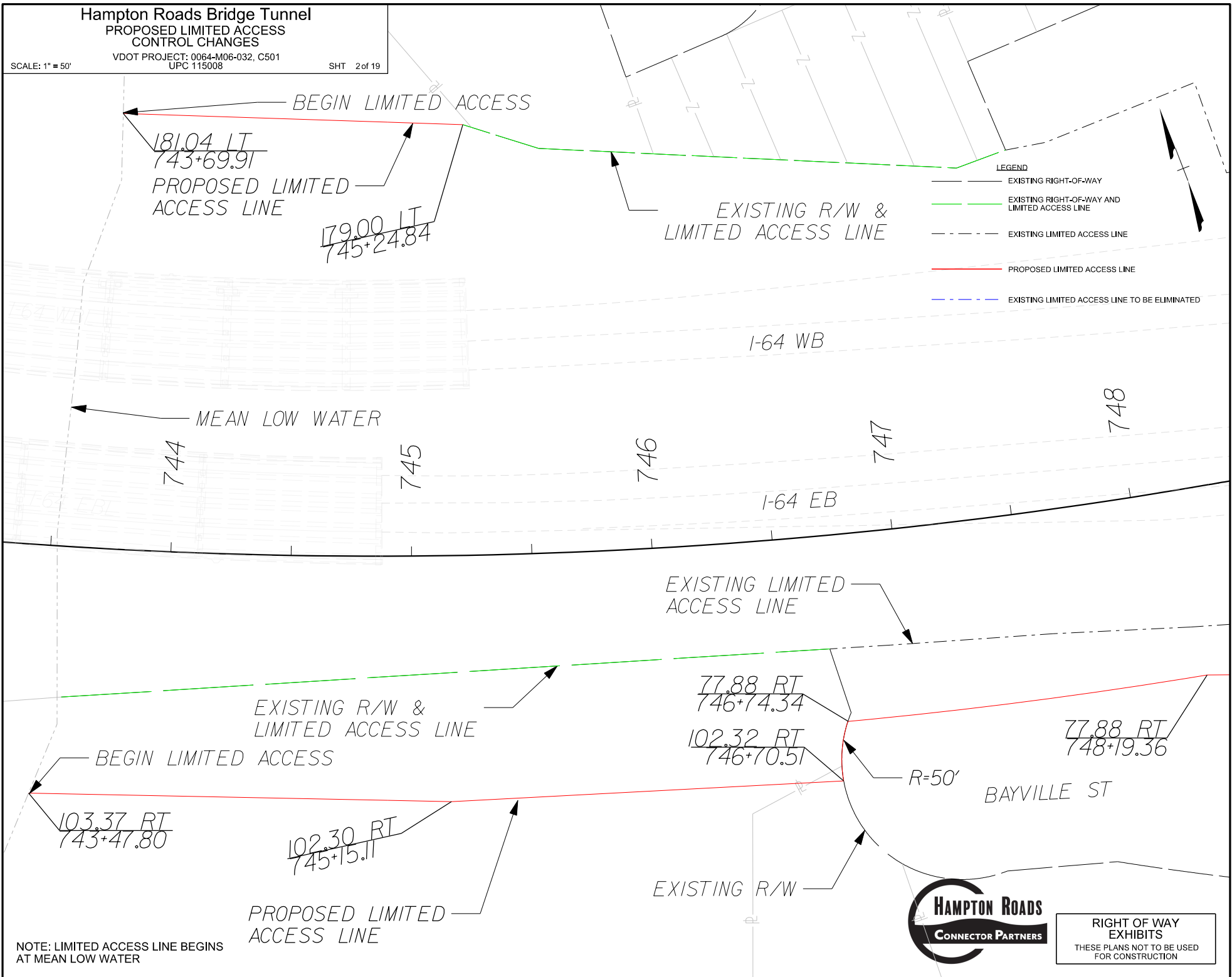
Hampton Roads Bridge Tunnel

PROPOSED LIMITED ACCESS CONTROL CHANGES

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SHT 2 of 19

SCALE: 1" = 50'



- LEGEND**
- EXISTING RIGHT-OF-WAY
  - EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
  - EXISTING LIMITED ACCESS LINE
  - PROPOSED LIMITED ACCESS LINE
  - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED

NOTE: LIMITED ACCESS LINE BEGINS AT MEAN LOW WATER



**RIGHT OF WAY EXHIBITS**  
 THESE PLANS NOT TO BE USED FOR CONSTRUCTION



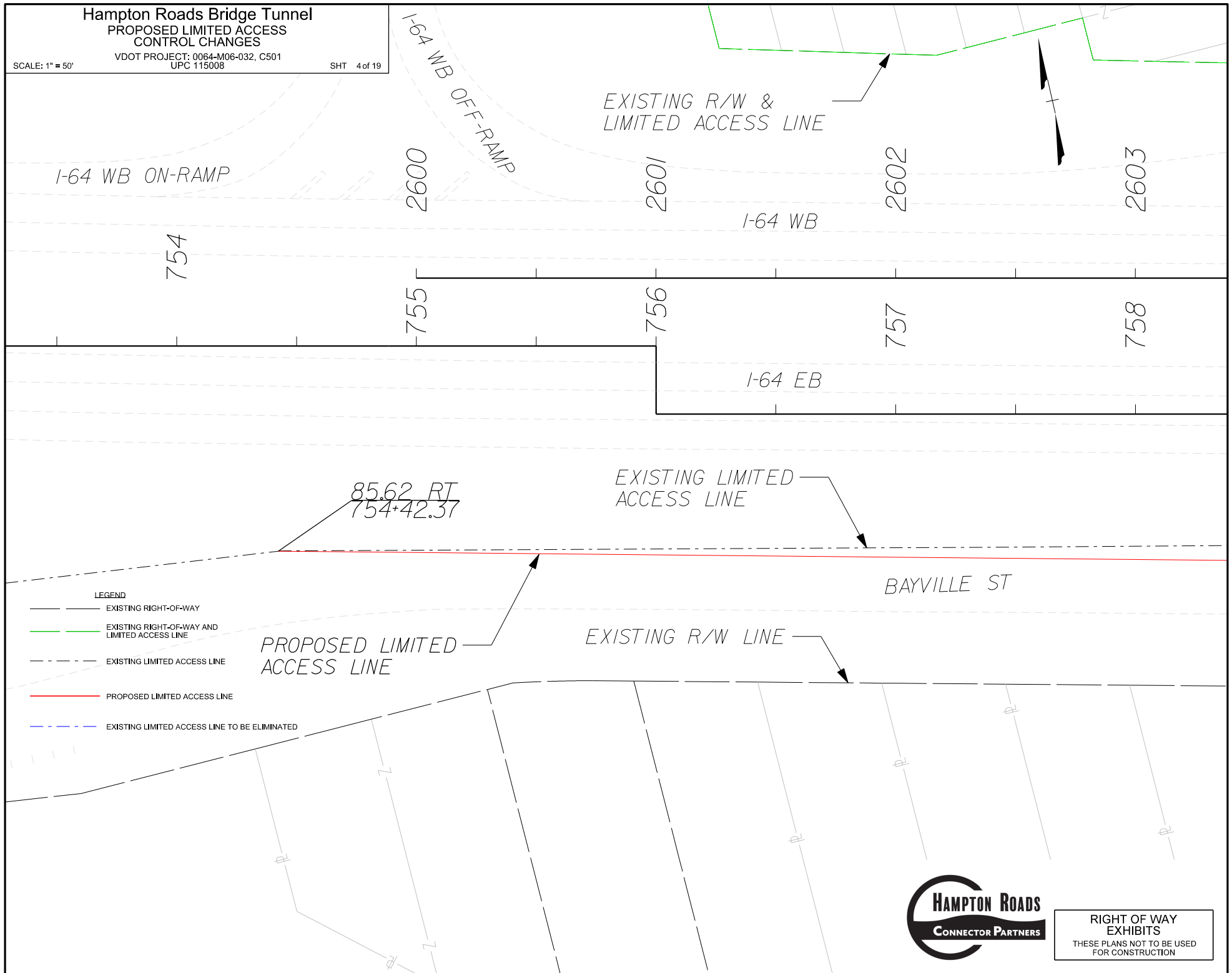
Hampton Roads Bridge Tunnel

PROPOSED LIMITED ACCESS CONTROL CHANGES

SCALE: 1" = 50'

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SHT 4 of 19



RIGHT OF WAY EXHIBITS  
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

**Hampton Roads Bridge Tunnel**  
**PROPOSED LIMITED ACCESS**  
**CONTROL CHANGES**

SCALE: 1" = 50'

VDOT PROJECT: 0064-M06-032, C501  
 UPC 115008

SHT 5 of 19

EXISTING R/W &  
 LIMITED ACCESS LINE

TRUCK INSPECTION STATION

2604

2605

2606

2607

2608

I-64 WB

759

760

761

762

763

I-64 EB

61.14 RT  
 758+40.96

EXISTING LIMITED  
 ACCESS LINE

64.01 RT  
 760+58.09

70.50 RT  
 761+93.72

BAYVILLE ST

EXISTING R/W LINE

PROPOSED LIMITED  
 ACCESS LINE

LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE
- PROPOSED LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



**RIGHT OF WAY EXHIBITS**  
 THESE PLANS NOT TO BE USED FOR CONSTRUCTION

Hampton Roads Bridge Tunnel

PROPOSED LIMITED ACCESS  
CONTROL CHANGES

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SCALE: 1" = 50'

SHT 6 of 19

EXISTING LIMITED  
ACCESS LINE

EXISTING R/W &  
LIMITED ACCESS LINE

2609

2610

2611

2612

2613

764

765

766

767

768

I-64 WB

I-64 EB

90.76 RT  
764+18.12

EXISTING LIMITED  
ACCESS LINE

BAYVILLE ST

PROPOSED  
LIMITED  
ACCESS  
LINE

BAYVILLE ST

EXISTING R/W LINE

EXISTING R/W LINE

EXISTING R/W LINE

LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE
- PROPOSED LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



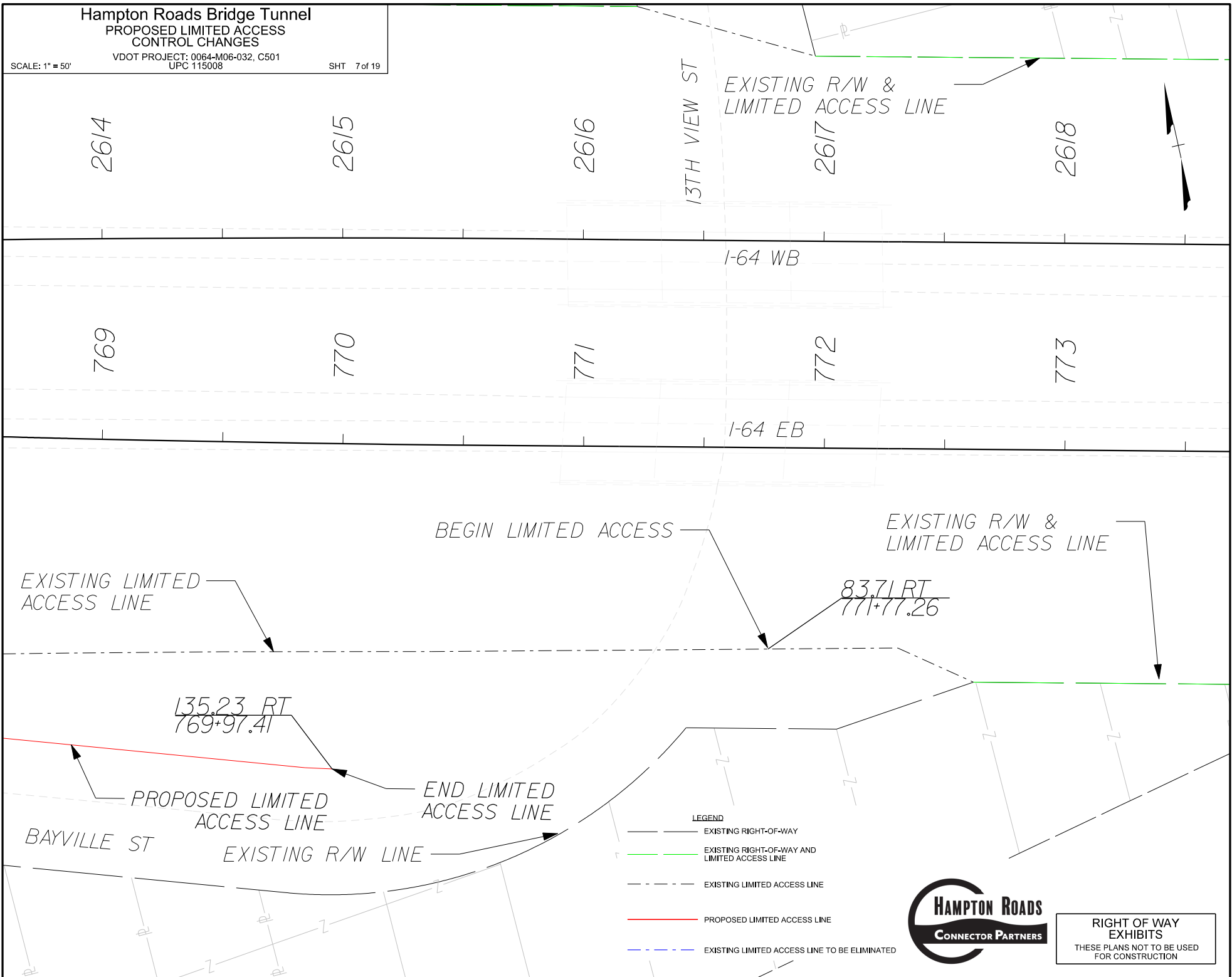
RIGHT OF WAY  
EXHIBITS  
THESE PLANS NOT TO BE USED  
FOR CONSTRUCTION

**Hampton Roads Bridge Tunnel**  
**PROPOSED LIMITED ACCESS**  
**CONTROL CHANGES**

SCALE: 1" = 50'

VDOT PROJECT: 0064-M06-032, C501  
 UPC 115008

SHT 7 of 19



- LEGEND**
- EXISTING RIGHT-OF-WAY
  - EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
  - EXISTING LIMITED ACCESS LINE
  - PROPOSED LIMITED ACCESS LINE
  - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



**RIGHT OF WAY EXHIBITS**  
 THESE PLANS NOT TO BE USED FOR CONSTRUCTION

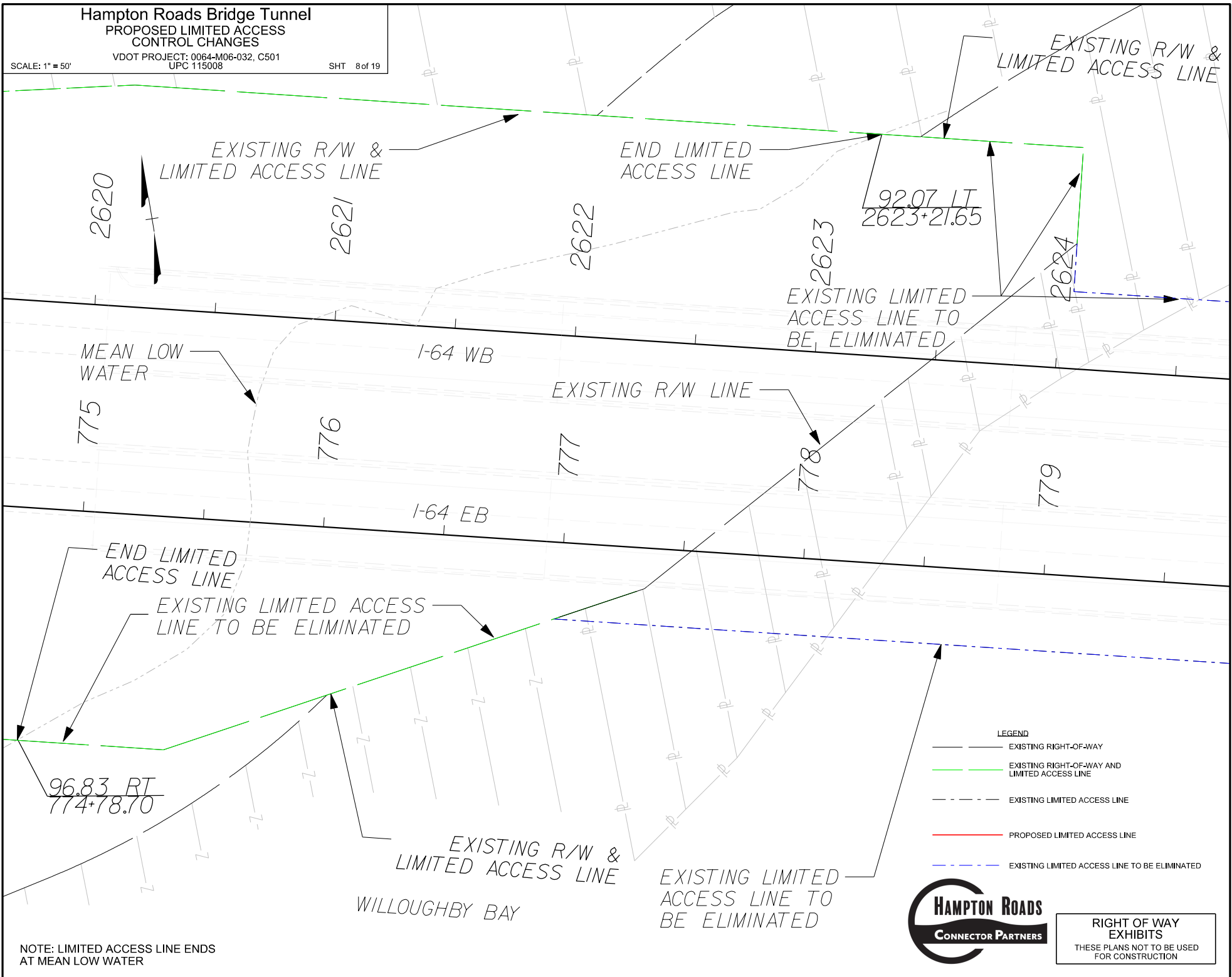
Hampton Roads Bridge Tunnel

PROPOSED LIMITED ACCESS CONTROL CHANGES

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SHT 8 of 19

SCALE: 1" = 50'



EXISTING R/W & LIMITED ACCESS LINE

EXISTING R/W & LIMITED ACCESS LINE

END LIMITED ACCESS LINE

92.07 LT  
2623+21.65

EXISTING LIMITED ACCESS LINE TO BE ELIMINATED

MEAN LOW WATER

I-64 WB

EXISTING R/W LINE

I-64 EB

END LIMITED ACCESS LINE

EXISTING LIMITED ACCESS LINE TO BE ELIMINATED






96.83 RT  
774+78.70

EXISTING R/W & LIMITED ACCESS LINE

EXISTING LIMITED ACCESS LINE TO BE ELIMINATED

WILLOUGHBY BAY

LEGEND

-  EXISTING RIGHT-OF-WAY
-  EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
-  EXISTING LIMITED ACCESS LINE
-  PROPOSED LIMITED ACCESS LINE
-  EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



RIGHT OF WAY EXHIBITS  
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

NOTE: LIMITED ACCESS LINE ENDS AT MEAN LOW WATER

# Hampton Roads Bridge Tunnel

## PROPOSED LIMITED ACCESS CONTROL CHANGES

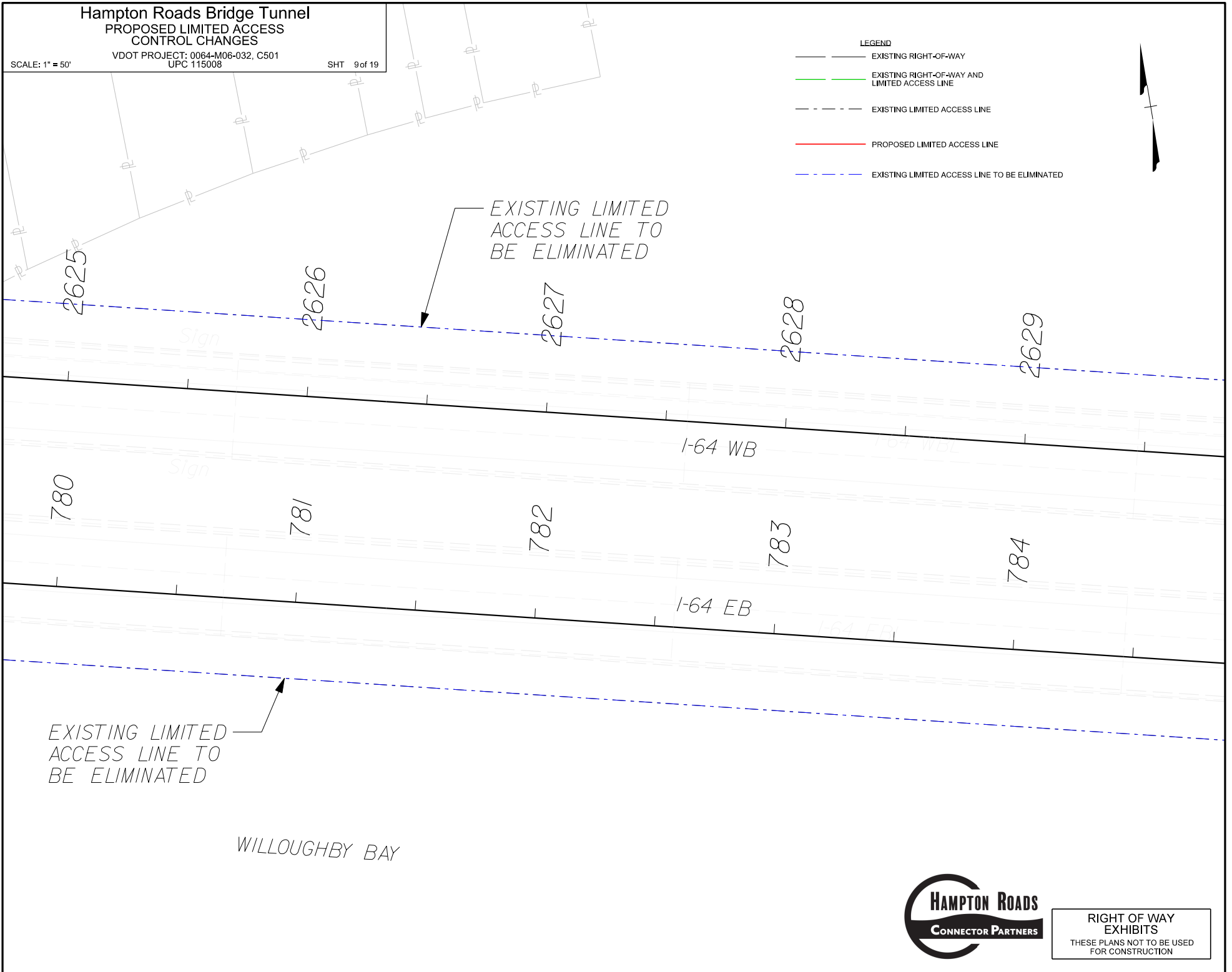
VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SCALE: 1" = 50'

SHT 9 of 19

### LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE
- PROPOSED LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



EXISTING LIMITED ACCESS LINE TO BE ELIMINATED

EXISTING LIMITED ACCESS LINE TO BE ELIMINATED

WILLOUGHBY BAY



RIGHT OF WAY EXHIBITS  
THESE PLANS NOT TO BE USED FOR CONSTRUCTION



# Hampton Roads Bridge Tunnel

## PROPOSED LIMITED ACCESS CONTROL CHANGES

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SCALE: 1" = 50'

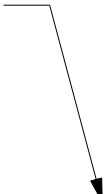
SHT 10 of 19

### LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE
- PROPOSED LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



2630

2631

2632

2633

2634

I-64 WB

785

786

787

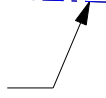
788

789

I-64 EB

WILLOUGHBY BAY

EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



RIGHT OF WAY EXHIBITS  
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

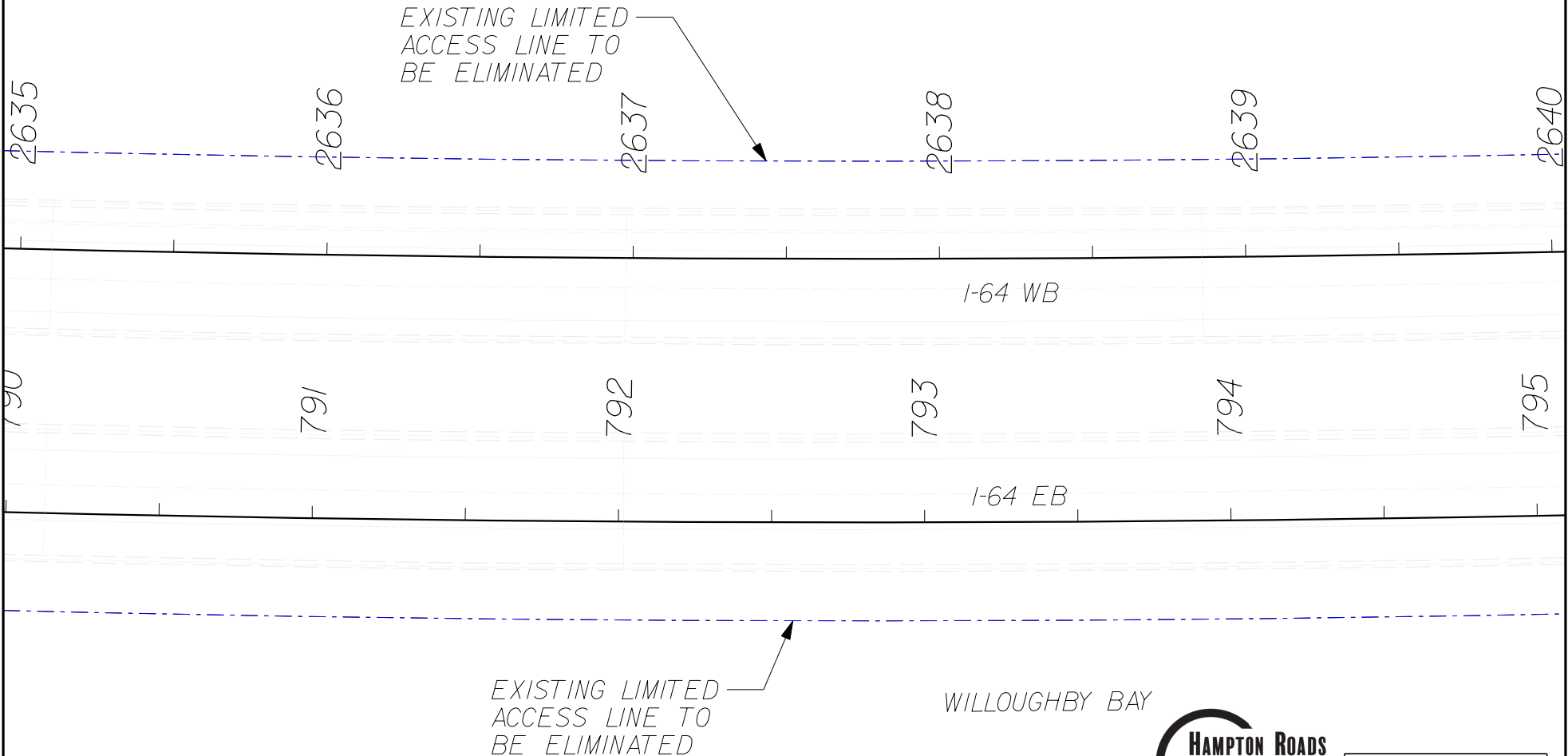
Hampton Roads Bridge Tunnel  
PROPOSED LIMITED ACCESS  
CONTROL CHANGES

SCALE: 1" = 50'

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SHT 11 of 19

- LEGEND
- EXISTING RIGHT-OF-WAY
  - EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
  - - - EXISTING LIMITED ACCESS LINE
  - PROPOSED LIMITED ACCESS LINE
  - - - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



RIGHT OF WAY  
EXHIBITS  
THESE PLANS NOT TO BE USED  
FOR CONSTRUCTION

Hampton Roads Bridge Tunnel  
PROPOSED LIMITED ACCESS  
CONTROL CHANGES

SCALE: 1" = 50'

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SHT 12 of 19

LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE
- PROPOSED LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



EXISTING LIMITED  
ACCESS LINE TO  
BE ELIMINATED

2641

2642

2643

2644

2645

Overhead Sign

I-64 WB

796

797

798

799

800

I-64 EB

EXISTING LIMITED  
ACCESS LINE TO  
BE ELIMINATED

WILLOUGHBY BAY



RIGHT OF WAY  
EXHIBITS  
THESE PLANS NOT TO BE USED  
FOR CONSTRUCTION

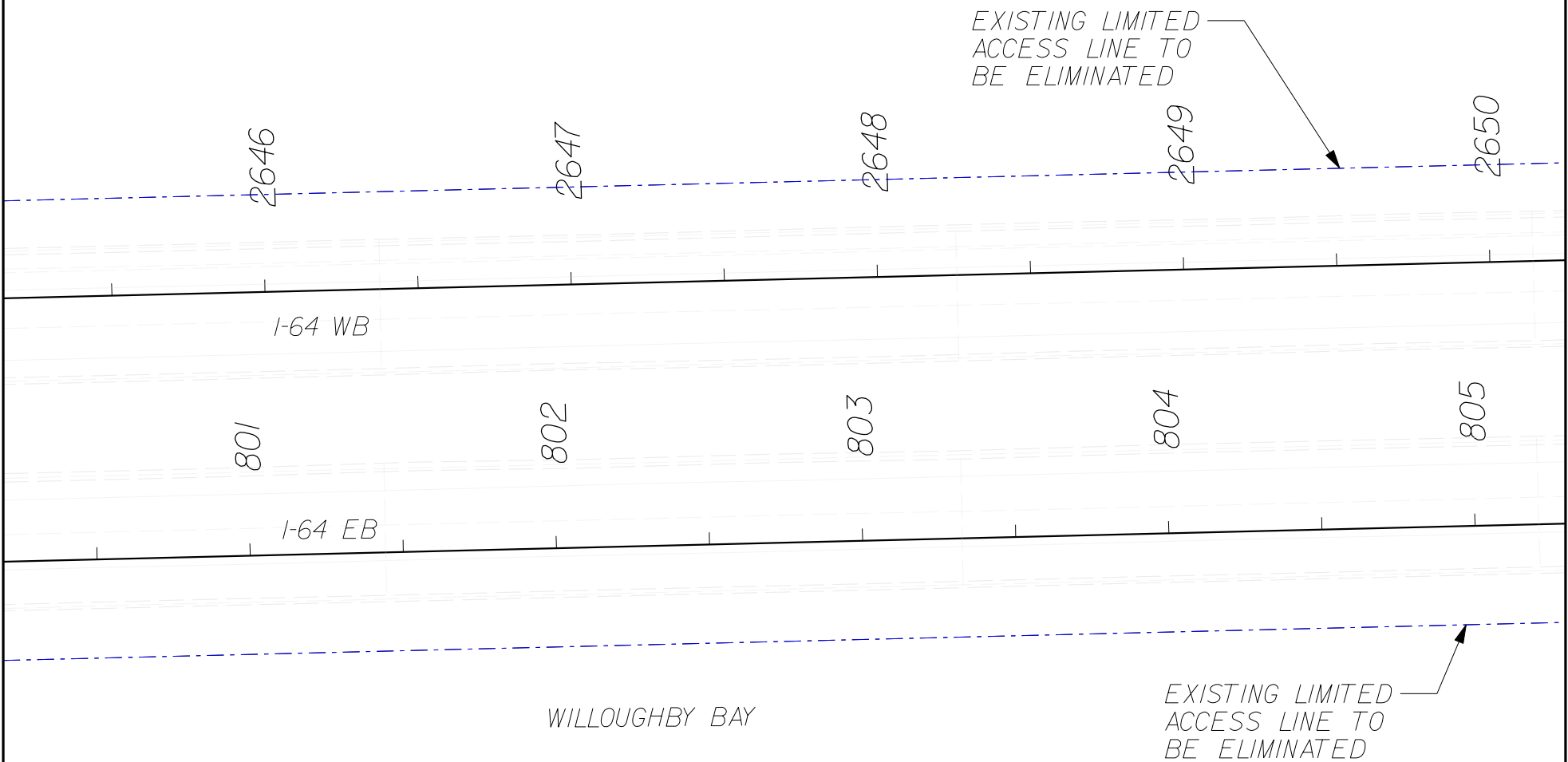
Hampton Roads Bridge Tunnel  
PROPOSED LIMITED ACCESS  
CONTROL CHANGES

SCALE: 1" = 50'

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SHT 13 of 19

- LEGEND
- EXISTING RIGHT-OF-WAY
  - EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
  - EXISTING LIMITED ACCESS LINE
  - PROPOSED LIMITED ACCESS LINE
  - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



RIGHT OF WAY EXHIBITS  
THESE PLANS NOT TO BE USED FOR CONSTRUCTION

Hampton Roads Bridge Tunnel  
PROPOSED LIMITED ACCESS  
CONTROL CHANGES

SCALE: 1" = 50'

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SHT 14 of 19

- LEGEND
- EXISTING RIGHT-OF-WAY
  - EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
  - - - EXISTING LIMITED ACCESS LINE
  - PROPOSED LIMITED ACCESS LINE
  - - - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



RIGHT OF WAY  
EXHIBITS  
THESE PLANS NOT TO BE USED  
FOR CONSTRUCTION

Hampton Roads Bridge Tunnel  
PROPOSED LIMITED ACCESS  
CONTROL CHANGES

SCALE: 1" = 50'

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

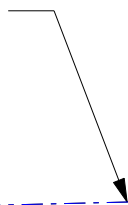
SHT 15 of 19

LEGEND

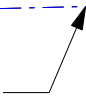
- EXISTING RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE
- PROPOSED LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



EXISTING LIMITED  
ACCESS LINE TO  
BE ELIMINATED



EXISTING LIMITED  
ACCESS LINE TO  
BE ELIMINATED



WILLOUGHBY BAY

2656 2657 2658 2659 2660

811 812 813 814 815

I-64 WB

I-64 EB



RIGHT OF WAY  
EXHIBITS  
THESE PLANS NOT TO BE USED  
FOR CONSTRUCTION

Hampton Roads Bridge Tunnel  
PROPOSED LIMITED ACCESS  
CONTROL CHANGES

SCALE: 1" = 50'

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SHT 16 of 19

LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE
- PROPOSED LIMITED ACCESS LINE
- - - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



EXISTING LIMITED  
ACCESS LINE TO  
BE ELIMINATED

2661

2662

2663

2664

2665

I-64 WB

816

817

818

819

820

I-64 EB

EXISTING LIMITED  
ACCESS LINE TO  
BE ELIMINATED

WILLOUGHBY BAY

EXISTING LIMITED  
ACCESS LINE TO  
BE ELIMINATED

EXISTING R/W &  
LIMITED ACCESS LINE



RIGHT OF WAY  
EXHIBITS  
THESE PLANS NOT TO BE USED  
FOR CONSTRUCTION

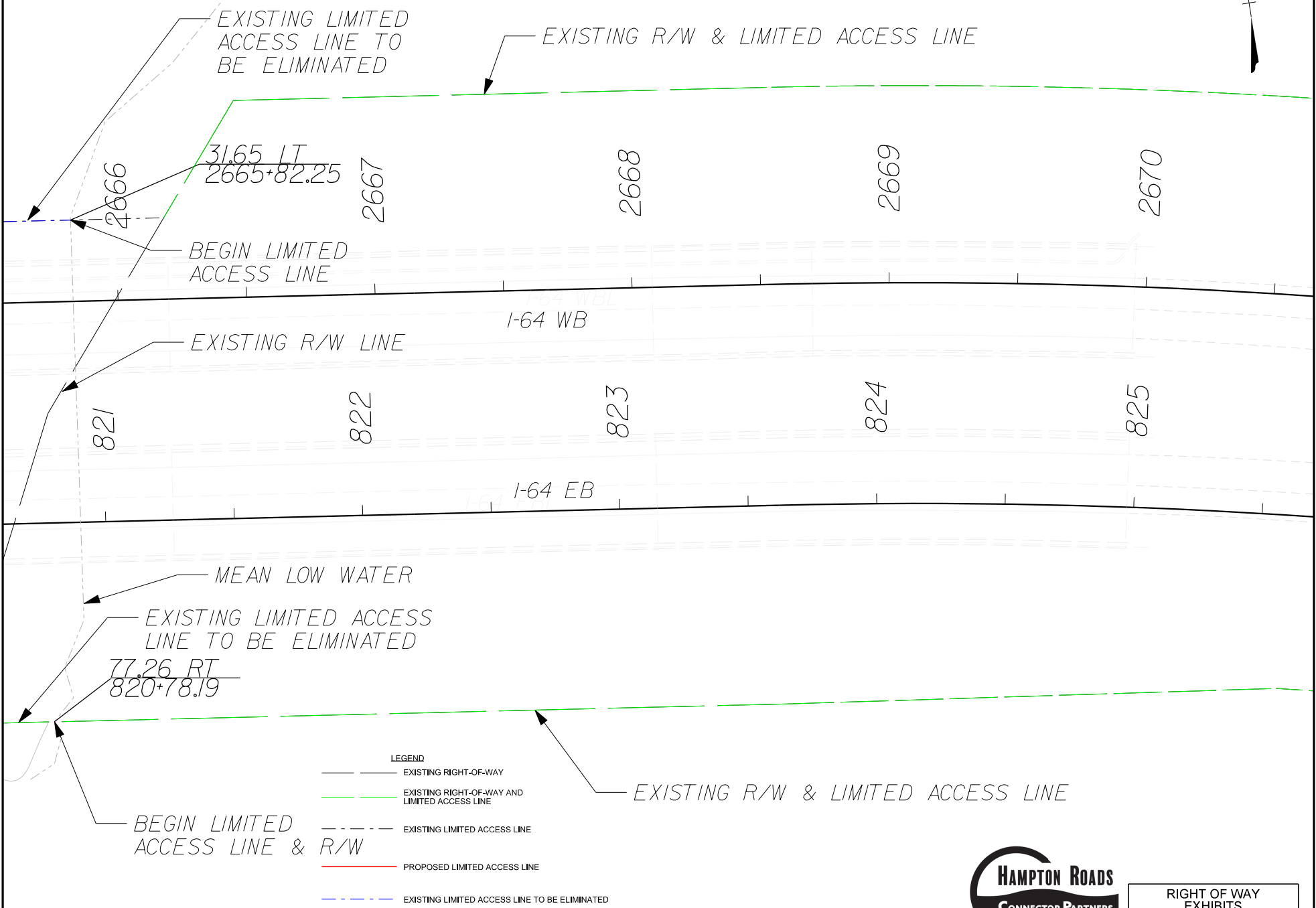
# Hampton Roads Bridge Tunnel

PROPOSED LIMITED ACCESS  
CONTROL CHANGES

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SHT 17 of 19

SCALE: 1" = 50'



NOTE: LIMITED ACCESS LINE BEGINS  
AT MEAN LOW WATER

- LEGEND**
- EXISTING RIGHT-OF-WAY
  - - - EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
  - - - EXISTING LIMITED ACCESS LINE
  - PROPOSED LIMITED ACCESS LINE
  - - - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED



RIGHT OF WAY  
EXHIBITS  
THESE PLANS NOT TO BE USED  
FOR CONSTRUCTION



**Hampton Roads Bridge Tunnel  
PROPOSED LIMITED ACCESS  
CONTROL CHANGES**

SCALE: 1" = 50'

VDOT PROJECT: 0064-M06-032, C501  
UPC 115008

SHT 18 of 19

- LEGEND**
- EXISTING RIGHT-OF-WAY
  - EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
  - - - EXISTING LIMITED ACCESS LINE
  - PROPOSED LIMITED ACCESS LINE
  - - - EXISTING LIMITED ACCESS LINE TO BE ELIMINATED

I-564

I-64 REVERSIBLE LANES

1006

LITTLE CREEK RD

1007

1008

1009

1010

I-64 EB

117.56 RT  
1008+53.85

EXISTING LIMITED ACCESS LINE

EXISTING R/W LINE AND  
LIMITED ACCESS LINE

PROPOSED  
LIMITED ACCESS  
LINE

WACO ST

EXISTING R/W LINE



**RIGHT OF WAY  
EXHIBITS**  
THESE PLANS NOT TO BE USED  
FOR CONSTRUCTION

**Hampton Roads Bridge Tunnel**  
**PROPOSED LIMITED ACCESS**  
**CONTROL CHANGES**






SCALE: 1" = 50'

VDOT PROJECT: 0064-M06-032, C501  
 UPC 115008

SHT 19 of 19

1-564

**LEGEND**

-  EXISTING RIGHT-OF-WAY
-  EXISTING RIGHT-OF-WAY AND LIMITED ACCESS LINE
-  EXISTING LIMITED ACCESS LINE
-  PROPOSED LIMITED ACCESS LINE
-  EXISTING LIMITED ACCESS LINE TO BE ELIMINATED

I-64 REVERSIBLE LANES

1011

1012

1013

1014

1015

I-64 EB

I-64 EB ON-RAMP

96.22 RT  
 1013+25.08

PROPOSED LIMITED ACCESS LINE

WACO ST

EXISTING LIMITED ACCESS LINE

EXISTING R/W LINE AND LIMITED ACCESS LINE

EXISTING R/W LINE



**RIGHT OF WAY EXHIBITS**  
 THESE PLANS NOT TO BE USED FOR CONSTRUCTION

# Hampton Roads Bridge Tunnel Project Location Map



I-64 Hampton Roads Bridge-Tunnel Expansion  
 Project 0064-M06-032, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608,  
 B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621, B622, B623,  
 B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B634  
 UPC# 115008

HRBT - Limited Access Points Table I-64

VDOT PROJECT: 0064-M06-032, C501

UPC 115008

<u>Sheet Reference</u>	<u>Line ID</u>	<u>Baseline Reference</u>	<u>Station</u>	<u>Offset</u>	<u>LT / RT</u>
1	Prop Limited Access Line	Mainline (WBL)	2529+80.27	77.92'	LT
	Prop Limited Access Line	Mainline (WBL)	2529+81.98	266.47'	LT
	Prop Limited Access Line	Mainline (WBL)	2529+82.45	107.93'	LT
	Prop Limited Access Line	Mainline (WBL)	2530+98.72	83.97'	LT
2	Prop Limited Access Line	Mainline (EBL)	743+47.80	103.37'	RT
	Prop Limited Access Line	Mainline (EBL)	745+15.11	102.30'	RT
	Prop Limited Access Line	Mainline (EBL)	746+70.51	102.32'	RT
	Prop Limited Access Line	Mainline (EBL)	746+74.34	77.88'	RT
	Prop Limited Access Line	Mainline (EBL)	748+19.36	77.88'	RT
	Prop Limited Access Line	Mainline (EBL)	743+69.91	181.04'	LT
	Prop Limited Access Line	Mainline (EBL)	745+24.84	179.00'	LT
3	Prop Limited Access Line	Mainline (EBL)	749+76.23	103.05'	RT
4	Prop Limited Access Line	Mainline (EBL)	754+42.37	85.62'	RT
5	Prop Limited Access Line	Mainline (EBL)	758+40.96	61.14'	RT
	Prop Limited Access Line	Mainline (EBL)	760+58.09	64.01'	RT
	Prop Limited Access Line	Mainline (EBL)	761+93.72	70.50'	RT
6	Prop Limited Access Line	Mainline (EBL)	764+18.12	90.76'	RT
7	Prop Limited Access Line	Mainline (EBL)	769+97.41	135.23'	RT
	Prop Limited Access Line	Mainline (EBL)	771+77.26	83.71'	RT
8	Prop Limited Access and R/W Line	Mainline (EBL)	774+78.70	96.83'	RT
	Prop Limited Access and R/W Line	Mainline (WBL)	2623+21.65	92.07'	LT
17	Prop Limited Access and R/W Line	Mainline (EBL)	820+78.19	77.26'	RT
	Prop Limited Access and R/W Line	Mainline (WBL)	2665+82.25	31.65'	LT
18	Prop Limited Access Line	Mainline (EBL)	1008+53.85	117.56'	RT
19	Prop Limited Access Line	Mainline (EBL)	1013+25.08	96.22'	RT

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

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

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

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

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

June 4, 2020

Mr. Jose Ignacio Alos Martin  
Hampton Roads Connector Partners  
240 Corporate Blvd, Suite 400  
Norfolk, VA 23502

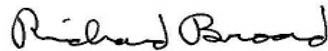
Re: HRBT Expansion Limited Access Conversion

Dear Mr. Alos,

Please accept this letter as confirmation that the City of Norfolk, Virginia has reviewed and supports the limited access revisions along Interstate 64 within the City's limits as required for the Hampton Roads Bridge Tunnel Expansion Project (0064-M06-032).

Please contact ROW Administrator, Freda Burns (757) 636-3774 (24 hours) or City Surveyor Katy Marchello (757) 664-4645, if you have any questions or need additional information. The City of Norfolk looks forward to the successful completion of this project.

Sincerely,



Richard Broad  
Director of Public Works



# Hampton Roads Bridge Tunnel Project Location Map

OPS-6-00-75-04



# Re: HRBT Limited Access Control Changes

Inbox



**Snider, Lori** <[lori.snider@vdot.virginia.gov](mailto:lori.snider@vdot.virginia.gov)>

Mon, May  
24, 6:42 PM

to Neil, Richard

Rick,

I approve of the requested limited access control changes from a right of way and utilities perspective.

Thank you,  
Lori

On Mon, May 24, 2021, 6:24 PM Hord, Neil <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)> wrote:  
Lori,

I received the attached request for review of LACCs from L&D for project related changes. I have reviewed and think they are appropriate and recommend your approval from a right of way perspective. If you concur, please respond to Rick Worssam who is included here. Thank you.

Neil

Neil M. Hord  
Program Manager Property Management  
Right of Way & Utilities Division  
1401 E. Broad Street, 5<sup>th</sup> Floor  
Richmond, Virginia 23219  
Phone: (804) 786-4079  
Fax: (804) 786-1706  
<http://pmi.vdot.virginia.gov/>

----- Forwarded message -----

From: **Worssam, Richard** <[richard.worssam@vdot.virginia.gov](mailto:richard.worssam@vdot.virginia.gov)>  
Date: Mon, May 24, 2021 at 5:10 PM  
Subject: HRBT Limited Access Control Changes  
To: Neil Hord <[neil.hord@vdot.virginia.gov](mailto:neil.hord@vdot.virginia.gov)>

Neil,

Attached please find documentation for limited Access Changes on the HRBT Project. The LA changes are in two parts. The first is a relocation of the LA line



adjacent to the 15th View/W. Ocean Avenue ramps on Willoughby Spit. This relocation moves the LA line closer to the Interstate to make room for a Dominion Power Substation and The second part is to eliminate the LA line where it crosses ramps at the West Ocean View Avenue and Granby Street interchange ramps. These were discovered during plan development and review of the original plans.

Attached please find the exhibits, the resolution and the decision brief. I respectfully ask that you review and get Lori's approval.

I am trying to get this on the June CTB Agenda, so sorry for the short notice. If we can't get it by the end of the week, it will have to go to July, but I also still do not have the FHWA's approval yet, either.

If you need additional information, please advise.

Thank you.

Rick

*Richard C. Worssam, P. E.*  
Assistant State Location and Design Engineer  
Virginia Department of Transportation  
O: 804.786.2501 C: 804.840.7059  
[Richard.Worssam@VDOT.Virginia.gov](mailto:Richard.Worssam@VDOT.Virginia.gov)



# 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

September 1, 2021

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 Alison 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 Mark H. Merrill  
The Honorable E. Scott Kasprowicz  
The Honorable Raymond D. Smoot, Jr.  
The Honorable Marty Williams  
The Honorable John Malbon  
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the Interstate 64 Hampton Roads Bridge-Tunnel Expansion in the Cities of Hampton and Norfolk.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0064-M06-032, P101, R201, C501, B601, B602, B603, B604, B605, B606, B607, B608, B609, B610, B611, B612, B613, B614, B615, B616, B617, B618, B619, B620, B621, B622, B623, B624, B625, B626, B627, B628, B629, B630, B631, B632, B633, B634 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



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 # 15

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 15, 2021

MOTION

Made By: Seconded By:

Action:

Title: FY22-27 Six-Year Improvement Program Transfers
For June 22, 2021 through August 20, 2021

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. After due consideration, the Board adopted a Final Fiscal Years 2022-2027 Program on June 23, 2021; 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 2022 through 2027 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 2022 through 2027 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

Table with 2 columns: Total Cost Estimate, Threshold. Rows include <\$5 million and \$5 million to \$10 million.

>\$10 million	up to a 10% increase in total allocations up to a maximum of \$5 million increase in total allocations
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**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

### FY2022-2027 Six-Year Improvement Program Transfers For June 22, 2021 through August 20, 2021

**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 23, 2021, 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 2022 through 2027 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 2022 through 2027 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from June 22, 2021 through August 20, 2021 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 2022– 2027 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

**Options:** Approve, Deny, or Defer.

Decision Brief

FY22-27 Six-Year Improvement Program Transfers for June 22, 2021 through August 20, 2021

September 15, 2021

Page 2 of 2

**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	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Bristol	Appalachia-Big Stone Gap Trail Amenities	115215	Local Funds for Enhancement Projects (NPL206), TAP <5K (CF6700)	\$87,158	\$319,603	\$319,603	37.5%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to fund a scheduled project.
2	Bristol	UNSIGNALIZED INTERSECTIONS - BRISTOL DISTRICTWIDE	115916	Bristol	UNSIGNALIZED INTERSECTIONS - BRISTOL DISTRICTWIDE	118122	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641), Open Container Funds - Statewide (CNF221), Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Soft match (CF3HS1)	\$372,222	\$1,627,777	\$1,627,777	29.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a cancelled project to fund an underway project.
3	Statewide	PROJECT PIPELINE PRESCOPING	118654	Bristol	#PIPELINE22 - RTE. 11/58	119943	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
4	Statewide	PROJECT PIPELINE PRESCOPING	118654	Bristol	#PIPELINE22 - RTE. 23	119944	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
5	Statewide	PROJECT PIPELINE PRESCOPING	118654	Bristol	#PIPELINE22 - RTE. 19/58 ALT	119945	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
6	Statewide	PROJECT PIPELINE PRESCOPING	118654	Bristol	#PIPELINE22 - RTE. 11/421	119946	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
7	Statewide	PROJECT PIPELINE PRESCOPING	118654	Bristol	#PIPELINE22 - RTE 58 ALT.	119948	Prescoping Funds (PRS120)	\$25,000	\$25,000	\$25,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
8	Statewide	PROJECT PIPELINE PRESCOPING	118654	Culpeper	#PIPELINE22 - RTE. 29	119928	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund 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
9	Statewide	PROJECT PIPELINE PRESCOPING	118654	Culpeper	#PIPELINE22 - RTE 17	119930	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
10	Statewide	PROJECT PIPELINE PRESCOPING	118654	Culpeper	#PIPELINE22 - RTE 250	119931	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
11	Statewide	PROJECT PIPELINE PRESCOPING	118654	Culpeper	#PIPELINE22 - RTE 250	119932	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
12	Statewide	PROJECT PIPELINE PRESCOPING	118654	Culpeper	#PIPELINE22 - RTE 211	119933	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
13	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	INSTALL REFLECTIVE BACK PLATES - DISTRICTWIDE	114738	Open Container Funds - Statewide (CNF221)	\$28,354	\$99,282	\$99,282	40.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a completed project.
14	Fredericksburg	RTE 635 INTERSECTION IMPROVEMENT AT RT 1035, DISTRICTWIDE TRENCH WIDENING - VARIOUS LOCATIONS	110900, 113366	Fredericksburg	DISTRICTWIDE - TRENCH WIDENING (TOP 100 SEGMENTS)	117572	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Soft match (CF3HS1)	\$439,030	\$1,714,358	\$1,714,358	34.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled and a completed project to fund a scheduled project.
15	Statewide	PROJECT PIPELINE PRESCOPING	118654	Fredericksburg	#PIPELINE22 -RTE.3	119947	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
16	Statewide	PROJECT PIPELINE PRESCOPING	118654	Fredericksburg	#PIPELINE22 -RTE.17	119949	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund 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
17	Statewide	PROJECT PIPELINE PRESCOPING	118654	Fredericksburg	#PIPELINE22 -RTE. 1	119950	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
18	Statewide	PROJECT PIPELINE PRESCOPING	118654	Fredericksburg	#PIPELINE22 - RTE. 1	119951	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
19	Statewide	PROJECT PIPELINE PRESCOPING	118654	Fredericksburg	#PIPELINE22 RTE. 8900	119952	Prescoping Funds (PRS120)	\$25,000	\$25,000	\$25,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
20	Hampton Roads	Jamestown Scotland Ferry Composite Piles On-Call Contract; Composite Piles On-Call Task 1 & 2	116812, 116759	Hampton Roads	Replace Ferry Boat Pocahontas Engines and Drive Systems	105456	Ferry Boat Program-Federal; Ferry Boat Program-Soft match	\$1,757,040	\$5,724,753	\$6,688,100	44.3%	Transfer of surplus funds recommended by District from underway projects to fund a completed project.
21	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	High Visibility Backplates on Existing Signal Heads	111003	VA Safety Open Container - Federal (CF30C0)	\$523,518	\$623,703	\$556,853	> 100%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to a scheduled project.
22	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Hampton Roads	Virginia Beach Boulevard Sidewalk	111004	VA Safety Open Container - Federal (CF30C0)	\$422,604	\$531,604	\$531,604	> 100%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to an underway project.
23	Statewide	PROJECT PIPELINE PRESCOPING	118654	Hampton Roads	#PIPELINE22 - RTE. 199	120000	Prescoping Funds (PRS120)	\$25,000	\$25,000	\$25,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
24	Statewide	PROJECT PIPELINE PRESCOPING	118654	Hampton Roads	#PIPELINE22 - RTE. 165	120001	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
25	Statewide	PROJECT PIPELINE PRESCOPING	118654	Hampton Roads	#PIPELINE22 - RTE. 143	120002	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund 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
26	Statewide	PROJECT PIPELINE PRESCOPING	118654	Hampton Roads	#PIPELINE22 - RTE. 168	120003	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
27	Statewide	PROJECT PIPELINE PRESCOPING	118654	Hampton Roads	#PIPELINE22 -Route 168 (Battlefield Boulevard) Corridor	120004	Prescoping Funds (PRS120)	\$25,000	\$25,000	\$25,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
28	Lynchburg	JOHN CAPRON ROAD - EXTENSION	113117	Lynchburg	COMMERCE STREET - STREETScape	113270	Revenue Sharing Local Match (NPL201), Local Project Contributions - Urban (NOP723), Revenue Sharing State Match (CNS202)	\$2,090,076	\$10,459,511	\$10,459,511	25.0%	Transfer of surplus funds recommended by District and Local Assistance Division from a completed project to a scheduled project.
29	Statewide	PROJECT PIPELINE PRESCOPING	118654	Lynchburg	#PIPELINE22 - RTE 221	119938	Prescoping Funds (PRS120)	\$25,000	\$25,000	\$25,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
30	Statewide	PROJECT PIPELINE PRESCOPING	118654	Lynchburg	#PIPELINE22 - ROUTE 460 BUSINESS	119939	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
31	Statewide	PROJECT PIPELINE PRESCOPING	118654	Lynchburg	#PIPELINE22 - RTE 682	119940	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
32	Statewide	PROJECT PIPELINE PRESCOPING	118654	Lynchburg	#PIPELINE22 - RTE 29	119941	Prescoping Funds (PRS120)	\$25,000	\$25,000	\$25,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
33	Statewide	PROJECT PIPELINE PRESCOPING	118654	Lynchburg	#PIPELINE22 - RTE 29 BUSINESS	119942	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund 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
34	Northern Virginia	NORTHERN VA - ENHANCEMENT - BALANCE ENTRY	T4974	Northern Virginia	W&OD TRAIL - MODE SEPARATION	113612	TAP Statewide (CF6100)	\$11,667	\$26,422	\$14,584	79.1%	Transfer of surplus funds recommended by District and Local Assistance Division from the District Enhancement Balance Entry line item to a cancelled project.
35	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Northern Virginia	NOVA SYSTEMIC EDGELINE/CENTERLINE RUMBLE STRIPS	116413	Open Container Funds - Statewide (CNF221)	\$370,452	\$765,368	\$237,527	93.8%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to a scheduled project.
36	Statewide	PROJECT PIPELINE PRESCOPING	118654	Northern Virginia	#PIPELINE22 - RTE. 7/15	119904	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
37	Statewide	PROJECT PIPELINE PRESCOPING	118654	Northern Virginia	#PIPELINE22 - RTE. 294	119905	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
38	Statewide	PROJECT PIPELINE PRESCOPING	118654	Northern Virginia	#PIPELINE22 - RTE. 29	119906	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
39	Statewide	PROJECT PIPELINE PRESCOPING	118654	Northern Virginia	#PIPELINE22 - RTE. 7	119907	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
40	Statewide	PROJECT PIPELINE PRESCOPING	118654	Northern Virginia	#PIPELINE22 - RTE. 236	119908	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
41	Richmond	RICHMOND TRI-CITIES REGIONAL STP (RSTP) BALANCE ENTRY	70725	Richmond	#SMART18 - HARROWGATE ROAD/COUGAR TRAIL - PEDESTRIAN IMPROVE	108887	Tri-Cities HIP <200k Federal FY21 (CFMB90), Tri-Cities HIP-CRSSA - Federal (CFCB90)	\$461,000	\$1,694,000	\$1,694,000	37.4%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to fund an underway project.
42	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	RTE 250 SIDEWALK - DOMINION BLVD TO SPRINGFIELD RD	111106	VA Safety State - State (CS3SS0)	\$628,922	\$2,876,922	\$2,876,922	28.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to an underway 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
43	Statewide	PROJECT PIPELINE PRESCOPING	118654	Richmond	#PIPELINE22 - RTE.60	119901	Prescoping Funds (PRS120)	\$25,000	\$25,000	\$25,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
44	Statewide	PROJECT PIPELINE PRESCOPING	118654	Richmond	#PIPELINE22 -RTE.147	119924	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
45	Statewide	PROJECT PIPELINE PRESCOPING	118654	Richmond	#PIPELINE22 RTE.73	119925	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
46	Statewide	PROJECT PIPELINE PRESCOPING	118654	Richmond	#PIPELINE22 RTE.360	119926	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
47	Statewide	PROJECT PIPELINE PRESCOPING	118654	Richmond	#PIPELINE22 - RTE.1	119927	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
48	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	FALL LINE TRAIL PRESCOPING	T25920	CTB Formula - High Priority State (CS0120)	\$5,000,000	\$5,000,000	\$5,000,000	100.0%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
49	Salem	Roanoke MPO Regional STP (RSTP) Balance Entry, Rt. 220 Safety Improvements	104126, 109580	Salem	Hardy Road/Dillon Woods Crosswalk	113322	Local Project Contributions – Urban (NOP723), Roanoke HIP-CRSSA - Federal (CFC490), Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$314,911	\$497,911	\$497,911	>100%	Transfer of surplus funds recommended by District and Traffic Engineering Division the District RSTP Balance Entry line item and a completed project to fund a scheduled project.
50	Salem	Rt. 220 Safety Improvements	109580	Salem	Installation of Pedestrian Countdown Signal	113324	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$100,887	\$202,871	\$202,871	98.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to a scheduled project.
51	Salem	Safety Improvements - Yearly HSIP Open container funds	107069	Salem	Project to install Pedestrian crossing at Daniels Creek Rd.	113946	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$807,069	\$937,069	\$937,069	>100%	Transfer of surplus funds recommend by District and Traffic Engineering Division from a scheduled project to fund 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
52	Statewide	PROJECT PIPELINE PRESCOPING	118654	Salem	#PIPELINE22 - RTE. 11	119953	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
53	Statewide	PROJECT PIPELINE PRESCOPING	118654	Salem	#PIPELINE22 - RTE. 419	119954	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
54	Statewide	PROJECT PIPELINE PRESCOPING	118654	Salem	#PIPELINE22 - RTE. 11/460	119955	Prescoping Funds (PRS120)	\$25,000	\$25,000	\$25,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
55	Statewide	PROJECT PIPELINE PRESCOPING	118654	Salem	#PIPELINE22 - RTE. 460 BUS	119956	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
56	Statewide	PROJECT PIPELINE PRESCOPING	118654	Salem	#PIPELINE22 - RTE. 220/220 ALT	119957	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
57	Staunton	#SGR Staunton - VDOT SGR Bridge - Balance Entry, #SGR19VB - RT 17/50/522 MILLWOOD PIKE BRIDGE OVER I-81	T13915, 113535	Staunton	#SGR19VB - RT 33 OVER I-81 EXIT 247 IMPR WBL (STR 20441)	113487	SGR Bridge Federal NHPP (SFB110), SGR Bridge Soft Match NHPP (SFB111), SGR Bridge State (SSB700)	\$4,988,942	\$14,269,467	\$14,269,467	53.8%	Transfer of surplus funds recommended by District and Structure & Bridge Division from the District SGR Bridge Balance Entry line item and a scheduled project to fund a scheduled project.
58	Statewide	PROJECT PIPELINE PRESCOPING	118654	Staunton	#PIPELINE22 - RTE. 522	119916	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
59	Statewide	PROJECT PIPELINE PRESCOPING	118654	Staunton	#PIPELINE22 - RTE. 522	119917	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund 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
60	Statewide	PROJECT PIPELINE PRESCOPING	118654	Staunton	#PIPELINE22 - RTE. 11	119920	Prescoping Funds (PRS120)	\$75,000	\$75,000	\$75,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
61	Statewide	PROJECT PIPELINE PRESCOPING	118654	Staunton	#PIPELINE22 - RTE. 11	119921	Prescoping Funds (PRS120)	\$50,000	\$50,000	\$50,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund a scheduled project.
62	Statewide	PROJECT PIPELINE PRESCOPING	118654	Staunton	#PIPELINE22 - RTE. 11	119922	Prescoping Funds (PRS120)	\$25,000	\$25,000	\$25,000	100.0%	Transfer of surplus funds recommended by District and Transportation & Mobility Planning Division from the Statewide Project Pipeline Prescoping Balance Entry line item to fund 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	Bristol	121/460 Corridor Q Intersection/Hawk's Nest Finish Grade	117807	Bristol	CFX - Poplar Creek Phase A - VDOT Oversight and RW Acq. Cost	104094	Bond Proceeds - Capital Projects Revenue (CNB267)	\$316,132	\$20,930,213	\$178,879,832	1.5%	Transfer of surplus funds recommended by District between underway projects.
B	Richmond, Statewide	Ridgefield Parkway Sidewalk, STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	117055, 70700	Bristol	Route 83 Shoulder Initiative - Dickenson Co.& Wise Co.	112292	Open Container Funds - Statewide (CNF221), Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety Open Container - Federal (CF30C0)	\$273,774	\$7,823,498	\$7,824,910	3.6%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project and Statewide Safety Balance Entry line items to fund an underway project.
C	Bristol, Statewide	BRISTOL - ENHANCEMENT - BALANCE ENTRY, STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	T4975, 70466	Bristol	ROCKY GAP GREENWAY - PHASE 2 & 3 TRANSPORTATION ALTERNATIVES	112730	Local Funds for Enhancement Projects (NPL206), TAP <5K (CF6700), TAP Statewide (CF6100)	\$185,000	\$1,181,250	\$1,181,250	18.6%	Transfer of surplus funds recommended by District and Local Assistance Division from the District and Statewide Enhancement Balance Entry line items to fund a scheduled project.
D	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Bristol	#I81CIP NB MM 67.3 EXTEND DECEL LANE (ID #8)	116162	I-81 Corridor Funds - State (CS9181)	\$76,586	\$1,536,586	\$1,236,586	5.2%	Transfer of surplus funds from the Statewide Interstate Corridor Balance Entry line item to fund a scheduled project.
E	Bristol	CFX - Poplar Creek Phase B - VDOT Oversight and RW Acq. Cost	117788	Bristol	CFX - 121/460 Poplar Creek Phase B - Final Design and CN	118490	Route 58 Corridor Funds (CNS581)	\$4,900,305	\$169,227,042	\$169,227,042	3.0%	Transfer of surplus funds recommended by District from a scheduled project to fund a scheduled project.
F	Culpeper	#SGR Culpeper - VDOT SGR Bridge - Balance Entry	T13916	Culpeper	#SGR18VB - RT 240 CROZET AVE STR 589 OVER LICKINGHOLE CREEK	110001	SGR Bridge State (SSB700)	\$121,206	\$2,331,206	\$2,225,000	5.5%	Transfer of surplus funds recommended by District and Structure & Bridge Division from the District SGR Bridge Balance Entry line item to fund a scheduled project.
G	Fredericksburg	FRED. DIST. - TRAFFIC SIGNAL MUTCD UPGRADES (CN ONLY)	113920	Fredericksburg	RT 17 & SHORT ST (RT 1034) SIGNAL REMOVAL / MEDIAN CONSTR	118004	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$10,000	\$260,000	\$260,000	4.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund an underway project.
H	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Fredericksburg	ACTUATED FLASHER AT RT 3/ RT 610 AND RT. 3 / RT. 613 SPOTSY	118221	High Risk Rural - Federal (CF3630), High Risk Rural - Federal (CNF263), High Risk Rural - Soft Match (CF3641), High Risk Rural - State Match (CNS251)	\$41,221	\$281,221	\$281,221	17.2%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to fund a completed project.
I	Hampton Roads	#SGR Hampton Roads-Local SGR Bridge-Balance Entry	T9588	Hampton Roads	#SGR22LB-BRIDGE REPL.- LONG RIDGE RD OVER POCATY CREEK 21800	119263	SGR - State (SS0100)	\$502,319	\$3,373,764	\$3,373,764	17.5%	Transfer of surplus funds recommended by District and Structure & Bridge Division from the District SGR Bridge Balance Entry line item to fund a scheduled project.
J	Lynchburg	LYNCHBURG DGP DEALLOCATION BALANCE ENTRY	T21764	Lynchburg	#SMART18 #SGR18VB - RT 622 - RECONSTRUCTION	5542	DGP - State (GS0100)	\$615,298	\$11,644,350	\$11,644,350	5.6%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund 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
K	Northern Virginia	I-66 LANDSCAPING @ RTE 15 INTERCHANGE	112770	Northern Virginia	CONSTRUCT INTERCHANGE @ ROUTE 1/123 IN PWC (PE & RW only)	14693	NHPP Statewide 80/20 (CF1100), NHPP Statewide 80/20 Soft Match (CF1101)	\$275,931	\$100,632,452	\$101,580,472	0.3%	Transfer of surplus funds recommended by District from a completed project to an underway project.
L	Northern Virginia	NORTHERN VIRGINIA (NOVA) REGIONAL STP (RSTP) BALANCE ENTRY	70717	Northern Virginia	ROUTE 28 WIDENING - MANASSAS	96721	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$1,273,852	\$20,788,648	\$20,159,565	6.5%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to an underway project.
M	Northern Virginia	RTE 286 FAIRFAX COUNTY PARKWAY CORRIDOR IMPROVEMENTS	T18585	Northern Virginia	RTE 286 (FAIRFAX COUNTY PARWAY) - WIDEN FROM 4 TO 6 LANES	107937	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$1,000,000	\$115,395,361	\$205,888,759	0.9%	Transfer of surplus funds recommended by District and MPO from a cancelled project to a scheduled project.
N	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	RTE 250 - CONSTRUCT ROUNDABOUT	107081	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$263,512	\$3,396,782	\$3,133,270	8.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Satewide Safety Balance Entry line item to fund a scheduled project.
O	Richmond, Statewide	Chesterfield County Future Secondary Project Balance Entry, STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T20875, T21770	Richmond	#SMART18 - ELKHARDT RD - ROADWAY, PEDESTRIAN, & BIKE IMPROVE	108639	HPP-STP STWD (HF2100), HPP-STP STWD Soft Match (HF2101), Local Project Contributions - Secondary (NPL623), Secondary Formula - Telecommunications : Chesterfield (CNS606)	\$943,583	\$6,780,515	\$6,780,515	16.2%	Transfer of surplus funds recommended by District from the District Future Secondary Project and Statewide HPP Deallocation Balance Entry line items to fund a scheduled project.
P	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	PHASE 2 - PEDESTRIAN SAFETY IMPROVEMENTS - CITYWIDE	110844	VA Safety Open Container - Federal (CF30C0)	\$36,960	\$1,845,600	\$1,845,521	2.0%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Safety Balance Entry line item to a scheduled project.
Q	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Richmond	INSTALL SCOUR PROTECTION TO BRIDGES IN THE RICHMOND DISTRICT	111278	CTB Formula - Bridge State (CS0110)	\$165,696	\$2,065,697	\$1,900,000	8.7%	Transfer of surplus funds recommended by District from the Statewide SYIP Balance Entry line item to fund a scheduled project.
R	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	HRRR - Safety Improvements	106701	High Risk Rural - Federal (CF3630), High Risk Rural - Soft Match (CF3641)	\$405,417	\$2,445,467	\$2,040,050	19.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division fro the Statewide Safety Balance Entry line item to fund a scheduled project.
S	Salem	SALEM DGP DEALLOCATION BALANCE ENTRY	T21767	Salem	#SMART18 - West Main Street Sidewalk Installation	108882	DGP - State (GS0100)	\$142,124	\$1,178,823	\$1,036,699	13.7%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project.
T	Salem	SALEM DGP DEALLOCATION BALANCE ENTRY	T21767	Salem	#HB2.FY17 Multimodal Improvements along Boulevard	108899	DGP - State (GS0100)	\$27,184	\$799,211	\$772,027	3.5%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry to fund a completed project.
U	Salem	Safety Improvements - Yearly HSIP open container funds	107069	Salem	Pedestrian Improvements - City of Galax	111430	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$25,000	\$420,103	\$420,103	6.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a scheduled project to fund an underway 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
V	Salem	#SGR Salem - VDOT SGR Bridge - Balance Entry	T13911	Salem	#SGR22VB - RTE 881 OVER LITTLE REED ISLD (STR 4780)-BR REPL	117009	SGR - STP <5K (SF2700), SGR - STP <5K Soft Match (SF2701), SGR Bridge Federal BROS (SFBR50), SGR Bridge Soft Match BROS (SFBR51), SGR Bridge State (SSB700)	\$345,268	\$11,305,262	\$11,305,262	3.2%	Transfer of surplus funds recommended by District and Structure & Bridge Division from the District SGR Bridge Balance Entry line item to fund a scheduled project.
W	Salem	#SGR Salem - VDOT SGR Bridge - Balance Entry	T13911	Salem	#SGR22VB - RTE 692 OVER CRAIG CREEK (STR 5556)-BR REPLACEMENT	117011	SGR - STP <5K (SF2700), SGR - STP <5K Soft Match (SF2701), SGR Bridge State (SSB700)	\$336,627	\$11,022,319	\$11,022,319	3.2%	Transfer of surplus funds recommended by District and Structure & Bridge Division from the District SGR Bridge Balance Entry line item to fund a scheduled project.
X	Statewide	SHSP DEVELOPMENT AND IMPLEMENTATION	110369	Statewide	SHSP DEVELOPMENT AND IMPLEMENTATION	117201	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$172,933	\$9,473,351	\$7,491,313	1.9%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to fund an underway project.
Y	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Staunton	#HB2.FY17 Route 11 S. Valley Pike Roadway Improvements	108810	GARVEE - District Grant (CNB296)	\$1,646,660	\$19,942,877	\$20,125,738	9.0%	Transfer of surplus funds recommended by District from the Statewide HPP Deallocation Balance Entry to a scheduled project.
Z	Staunton	RTE 254 - SAFETY IMPROVEMENTS	107021	Staunton	TRENCH WIDEN SHOULDERS AND INSTALL RUMBLE STRIPS RTE 259	109062	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$200,000	\$2,900,000	\$2,700,000	7.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from a completed project to a scheduled project.



# 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 # 16*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 15, 2021

#### MOTION

Made By: \_\_\_\_\_ Seconded By: \_\_\_\_\_

Action: \_\_\_\_\_

#### Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2022-2027

**WHEREAS**, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1<sup>st</sup> 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 2022-2027 Program on June 23, 20210; 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 2022-2027 Program adopted by the Board on June 23, 2021; 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 2022 through 2027 and are approved.

#####

## CTB Decision Brief

### Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2022 - 2027

**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 1<sup>st</sup> of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 23, 2021, after due consideration, the CTB adopted a Final FY 2022-2027 Program.

**Recommendations:** The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2022–2027.

**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 2022–2027 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 2022-2027.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** None

**Appendix A  
Amendments to the FY2022-2027 SYIP**

<b>UPC</b>	<b>District</b>	<b>Jurisdiction</b>	<b>Route</b>	<b>Project Description</b>	<b>Total Cost</b>	<b>Total Allocation</b>	<b>Balance</b>	<b>Major Fund Source</b>	<b>Fully Funded</b>
119815	Fredericksburg	City of Fredericksburg	3	Route 3 Raised Median Work	\$100,000	\$100,000	\$0	Local Accounts Receivable	Yes
119102	Fredericksburg	Stafford County	218	Falmouth Fire/EMS Emergency Signal Signage	\$20,000	\$20,000	\$0	Local Accounts Receivable	Yes
119890	Fredericksburg	Stafford County	627	Trench Widening - Mountain View Rd.	\$400,000	\$400,000	\$0	Local Accounts Receivable	Yes
119891	Fredericksburg	Stafford County	628	Trench Widening 0 Winding Creek Rd.	\$275,000	\$275,000	\$0	Local Accounts Receivable	Yes
119892	Fredericksburg	Stafford County	612	Trench Widening - Hartwood Rd. to Spotted Tavern	\$590,000	\$590,000	\$0	Local Accounts Receivable	Yes
T-25920	Richmond	Districtwide	9999	Fall Line Trail Prescoping	\$5,000,000	\$5,000,000	\$0	CTB Formula High Priority State	Yes
					<b>\$6,385,000</b>	<b>\$ 6,385,000</b>	<b>\$0</b>		



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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*Agenda item # 17*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 15, 2021

#### MOTION

**Made By:** \_\_\_\_\_ **Seconded By:** \_\_\_\_\_

**Action:** \_\_\_\_\_

**Title: Approval of the I-64 and I-95 Corridor Improvement Plans and Addition of Interstate Operations and Enhancement Program Projects to the Six-Year Improvement Program for Fiscal Years 2022-2027**

**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 2022-2027 Program on June 23, 2021; and

**WHEREAS**, pursuant to §33.2-372 of the *Code of Virginia* the Board is required to establish the Interstate Operations and Enhancement Program (IOEP) to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth; and

**WHEREAS**, §33.2-372 requires the Board, with the assistance of Office of Intermodal Planning and Investment (OIP), to establish a process to evaluate and prioritize potential strategies and improvements under the IOEP with priority given first to operational and transportation demand management strategies that improve reliability and safety of travel; and

**WHEREAS**, the Board approved the Policy for the IOEP, as required by §33.2-372, on June 23, 2021; and

Resolution of the Board

Approval of the I-64 and I-95 Corridor Improvement Plans and Addition of Interstate Operations and Enhancement Program Projects to the SYIP

September 15, 2021

Page Two

**WHEREAS**, §33.2-372 permits the Board to use funds in the IOEP to address identified needs in the Statewide Transportation Plan pursuant to §33.2-353 of the Code of Virginia or an interstate corridor plan approved by the Board through operational and transportation demand management strategies and other transportation improvements, strategies, or services; and

**WHEREAS**, pursuant to §33.2-214, the Board shall only include a project or program wholly or partially funded with funds from the IOEP in the Six-Year Improvement Program if the allocation of funds from the IOEP and other funding committed to such project or program within the six-year horizon of the Six-Year Improvement Program is sufficient to complete the project or program; and

**WHEREAS**, certain short-term operational and transportation demand management strategies were included in the FY2022-2027 Six-Year Improvement Program adopted by the Board June 23, 2021; and

**WHEREAS**, on July 20, 2021, the Board was presented a proposed list of additional projects, including operational, transportation demand management, and capital improvements to be added to the Six-Year Improvement Program; and

**WHEREAS**, on January 15, 2020, the Board adopted an interim I-95 Corridor Improvement Plan in response to House Joint Resolution 581 and Senate Joint Resolution 276 of the 2019 Session of the General Assembly with an intent to complete an I-64 Corridor Improvement Plan and to undertake a prioritization of capital improvements identified in the interim I-95 Corridor Improvement Plan, both at a later date, to provide a more holistic picture of transportation needs on these two corridors; and

**WHEREAS**, the Board, OIPI, the Virginia Department of Transportation, and the Department of Rail and Public Transportation, have developed proposed I-64 and I-95 Corridor Improvement Plans, soliciting input from local elected officials, state legislators, citizens, and other affected stakeholders through a series of public meetings and hearings held along the I-64 and I-95 corridors, and have presented to the Board both Corridor Improvement Plans; and

**WHEREAS**, the proposed I-64 Corridor Improvement Plan (set forth in Appendix A) and the proposed I-95 Corridor Improvement Plan (set forth in Appendix B) identify targeted improvements along the entire I-64 and I-95 corridors, respectively; and

**WHEREAS**, needs on other interstate corridors were also evaluated and projects were identified to address needs on those corridors; and

**WHEREAS**, the projects set forth in Appendix C were included in the I-64 and I-95 Corridor Improvement Plans and/or address a need identified in the Statewide Transportation Plan, but were not included in the FY 2022-2027 Six-Year Improvement Program adopted by the Board on June 23, 2021, nor subsequently added to the Program; and

Resolution of the Board

Approval of the I-64 and I-95 Corridor Improvement Plans and Addition of Interstate Operations and Enhancement Program Projects to the SYIP

September 15, 2021

Page Three

**WHEREAS**, the Board recognizes that the projects set forth in Appendix C are appropriate for the efficient movement of people and freight and, therefore, for the common good of the Commonwealth and further, that said projects are consistent with the Interstate Operations and Enhancement Program Policy.

**NOW THEREFORE, BE IT RESOLVED**, by the Commonwealth Transportation Board, that the proposed I-64 Corridor Improvement Plan set forth in Appendix A is hereby approved and adopted.

**BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board, that the proposed I-95 Corridor Improvement Plan set forth in Appendix B, which encompasses both project recommendations identified in the interim I-95 Corridor Improvement Plan approved by the Board on January 15, 2020 as well as additional project recommendations, is hereby approved and adopted.

**BE IT FURTHER RESOLVED**, by the Commonwealth Transportation Board, that the projects shown in Appendix C are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2022 through 2027 and are approved.

####



## CTB Decision Brief

### Approval of the I-64 and I-95 Corridor Improvement Plans and Addition of Interstate Operations and Enhancement Program Projects to the Six-Year Improvement Program for Fiscal Years 2022 - 2027

**Issue:** Pursuant to §33.2-372 of the *Code of Virginia*, the Commonwealth Transportation Board (CTB) is required to establish the Interstate Operations and Enhancement Program (IOEP) to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth. To effectuate implementation of the IOEP, the CTB is being requested to approve Corridor Improvement Plans for Interstates 64 and 95 and to approve the addition of certain projects to the Six-Year Improvement Program (Program).

**Facts:** The CTB must adopt a Program of anticipated projects and programs by July 1<sup>st</sup> of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 23, 2021, after due consideration, the CTB adopted a Final FY 2022-2027 Six-Year Improvement Program.

Pursuant to §33.2-372, the CTB is required to establish the Interstate Operations and Enhancement Program to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth. On June 23, 2021, after due consideration, the CTB adopted an Interstate Operations and Enhancement Program Policy.

Section 33.2-372 permits the CTB to use funds in the IOEP to address identified needs in the Statewide Transportation Plan pursuant to §33.2-353 of the *Code of Virginia* or an interstate corridor plan approved by the CTB through operational and transportation demand management strategies and other transportation improvements, strategies, or services.

On January 15, 2020, the CTB adopted an interim I-95 Corridor Improvement Plan in response to House Joint Resolution 581 and Senate Joint Resolution 276 of the 2019 Session of the General Assembly with an intent to complete an I-64 Corridor Improvement Plan and to undertake a prioritization of capital improvements identified in the interim I-95 Corridor Improvement Plan, both at a later date, to provide a more holistic picture of transportation needs on these two corridors.

The CTB, Office of Intermodal Planning and Investment, the Virginia Department of Transportation, and the Department of Rail and Public Transportation, have developed proposed I-64 and I-95 Corridor Improvement Plans, soliciting input from local elected officials, state legislators, citizens, and other affected stakeholders through a series of public meetings and hearings held along the I-64 and I-95 corridors.

The proposed I-64 Corridor Improvement Plan (set forth in Appendix A) and the proposed I-95 Corridor Improvement Plan (set forth in Appendix B) identify targeted improvements along the entire I-64 and I-95 corridors, respectively, and were presented to the CTB on July 20, 2021, along with a proposed list of related projects, including operational, transportation demand management, and capital improvements to be added to the Program.

In addition, needs on other interstate corridors were also evaluated and projects were identified to address needs on those corridors.

The projects set forth in Appendix C are included in the I-64 and I-95 Corridor Improvement Plans and/or address a need identified in the Statewide Transportation Plan and would accomplish the purposes of the IOEP, but have not thus far been included in the FY 2022-2027 Six-Year Improvement Program.

**Recommendations:** The Virginia Department of Transportation recommends adoption of the proposed I-64 Corridor Improvement Plan (set forth in Appendix A) and the proposed I-95 Corridor Improvement Plan (set forth in Appendix B) and the addition of the projects in Appendix C to the Six-Year Improvement Program for FY 2022–2027.

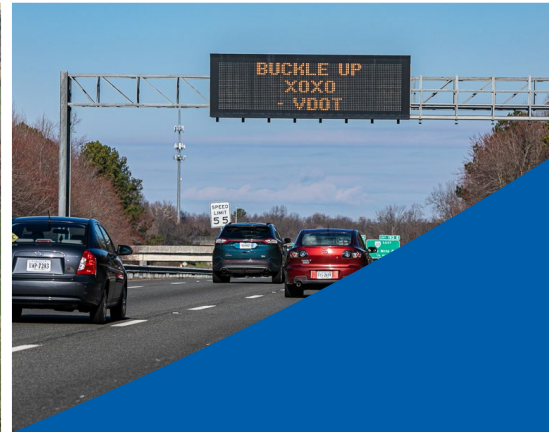
**Action Required by CTB:** The CTB will be presented with a resolution for a formal vote to approve/adopt the proposed Interstate Corridor Improvement Plans and to add the projects listed in Appendix C to the Six-Year Improvement Program for FY 2022–2027 to meet the CTB’s statutory requirements and facilitate implementation of the IOEP.

**Result, if Approved:** If the resolution is approved, the proposed I-64 Corridor Improvement Plan and the proposed I-95 Corridor Improvement Plan will be implemented and the projects listed in Appendix C will be added to the Six-Year Improvement Program for FY 2022-2027.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** None

# Appendix A



*Final Report*

# Interstate 64/664

## Corridor Improvement Plan

September 2021



# Contents

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<b>Introduction .....</b>	<b>1</b>
Study Request.....	1
Study Purpose.....	3
Challenges in the Corridor .....	3
Approach to Solutions .....	4
<b>Existing Conditions.....</b>	<b>5</b>
Performance Measures.....	5
Projects Completed by 2026 .....	9
Supplementary Data .....	10
Multimodal Corridor Characteristics .....	12
<b>Public Outreach .....</b>	<b>13</b>
<b>Operations Improvement Plan.....</b>	<b>14</b>
Mainline Operations Strategies Identification and Summary .....	14
Parallel Facilities Improvements Identification and Summary .....	16
Return on Investment (ROI) Analysis.....	18
<b>Multimodal Improvements Plan.....</b>	<b>19</b>
Development of Multimodal Improvements.....	19
Multimodal Improvements .....	20
Corridor Costs and Potential Benefits.....	23
<b>Mainline Roadway Improvements Plan .....</b>	<b>24</b>
Mainline Roadway Improvements Identification and Summary .....	24
<b>Improvements and Locations Requiring Further Study .....</b>	<b>27</b>
<b>Available Funding .....</b>	<b>28</b>
<b>Prioritization of Improvements .....</b>	<b>29</b>



# Figures

---

**Figure 1** Significance of the I-64/664 Corridor ..... 1

**Figure 2** Study Area for I-64/664 Corridor Improvement Plan ..... 2

**Figure 3** I-64 Equivalent Property Damage Only (EPDO) Crashes per Mile ..... 6

**Figure 4** I-64 Equivalent Property Damage Only (EPDO) Crashes per 100M VMT ..... 6

**Figure 5** I-64 Annual Person Hours of Delay ..... 7

**Figure 6** I-64 Annual Person Hours of Incident Delay ..... 7

**Figure 7** I-664 Annual Person Hours of Delay ..... 8

**Figure 8** I-664 Equivalent Property Damage Only (EPDO) Crashes per Mile ..... 8

**Figure 9** Peak Period Speed Benefits from Programmed Improvements ..... 9

**Figure 10** I-64 Origin-Destination Patterns by Interchange ..... 11

**Figure 11** I-64 Incident Clearance Time Hot Spots ..... 11

**Figure 12** Single and High Occupancy Vehicle on I-64  
at the Hampton Roads Bridge Tunnel ..... 12

**Figure 13** Public Comments by Category ..... 13

**Figure 14** Proposed Park-and-Ride Improvements ..... 22

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## Tables

---

**Table 1** Recommended Camera Expansion..... 14

**Table 2** Recommended Message Sign Expansion..... 15

**Table 3** Recommended Safety Service Patrol Expansion..... 15

**Table 4** Counties/Localities Requiring PSAP Integration ..... 16

**Table 5** Number of Identified Parallel Facility Improvements by District..... 17

**Table 6** Parallel Facilities Prioritized Improvements..... 17

**Table 7** Mainline Operations Improvements Return on Investment ..... 18

**Table 8** Parallel Facilities Operations Improvements Return on Investment..... 18

**Table 9** Type of Multimodal Improvement..... 20

**Table 10** Multimodal Improvement Costs..... 23

**Table 11** Types of I-64/664 Capital Improvements ..... 24

**Table 12** Mainline Roadway Improvements by Type by District..... 26

**Table 13** Proposed Improvements for Further Study by Type by District..... 27

**Table 14** Distribution of IOEP Funding for I-64 (in millions)..... 28

**Table 15** I-64/664 Corridor Improvement Plan Scoring and Programmed Costs ..... 29

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# List of Appendices

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**Appendix A** - Interstate Operations and Enhancement Program Policy

**Appendix B** - Performance Measures Ranking

**Appendix C** - Six-Year Improvement Program Projects

**Appendix D** - Virtual Public Meeting Boards

**Appendix E** - Public Meeting Comments Overview

**Appendix F** - Performance Measure Detail Sheets

**Appendix G** - Improvements and Locations Requiring Further Study

**Appendix H** - IOEP Project Scorecards (I-64/664)

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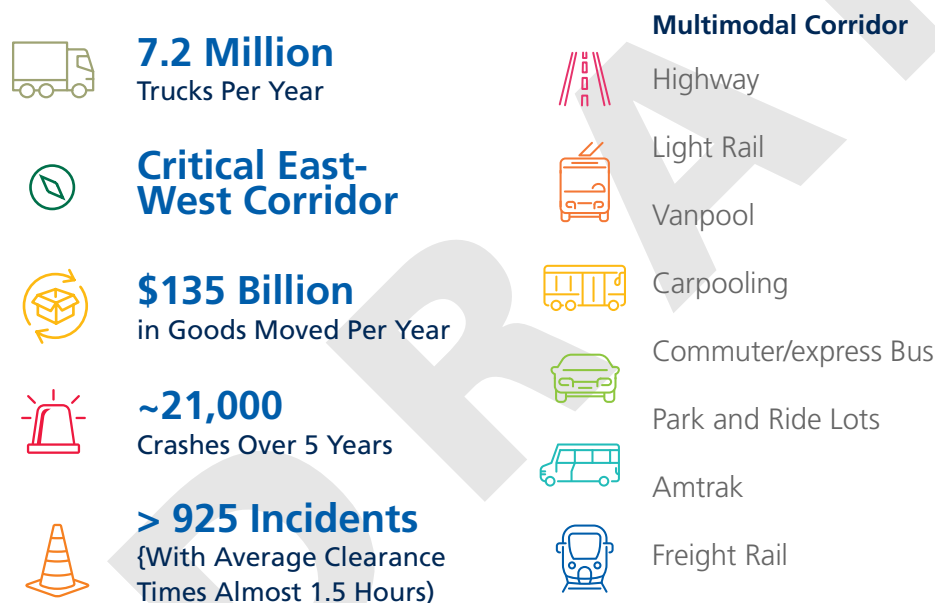




## Introduction

I-64 is the primary east-west interstate corridor in Virginia stretching more than 300 miles from the West Virginia border to Hampton Roads, where I-664 connects to I-64. The corridor serves as a critical commuter route for residents in Covington, Lexington, Staunton, Waynesboro, Charlottesville, and the metropolitan regions of Richmond and Hampton Roads. In the summertime, the I-64/664 corridor sees a marked increase in traffic as travelers make their way to Virginia's beaches. The I-64/664 corridor provides for the east-west movement of people, goods, and freight through various modes of transportation while supporting daily commuters as shown in **Figure 1**. More than 7 million trucks and approximately \$135 billion in goods are moved through the corridor per year, according to Transearch Global Insights data. Additionally, the corridor serves as a key route for goods and freight entering and leaving the Port of Virginia.

**FIGURE 1 SIGNIFICANCE OF THE I-64/664 CORRIDOR**



### Study Request

In similar fashion to the I-81 and I-95 corridor improvement plans, the Secretary of Transportation and the Commonwealth Transportation Board (CTB) requested a study of the I-64 corridor to identify potential options for improvements to the corridor. The Office of Intermodal Planning and Investment (OIPI), the Virginia Department of Transportation (VDOT), and the Department of Rail and Public Transportation (DRPT) jointly conducted this study resulting in the I-64/664 Corridor Improvement Plan (Plan).





## Study Purpose

The purpose of this plan is to identify a package of targeted operational, multimodal, and capital improvements that are expected to deliver safer and more reliable travel throughout the I-64 and I-664 corridors in Virginia.

## Challenges in the Corridor

As the I-64 corridor spans the Commonwealth, from rural and mountainous western Virginia to the major metropolitan centers of Richmond and Hampton Roads, it faces varied challenges, differing and dependent on context.

On sections of I-64 in western Virginia, road users face the greatest risk of being involved in a serious crash, especially crashes impacted by steep terrain, winding roadway, or inclement weather. Although there is a lower number of overall crashes, there is a higher crash rate on many sections of I-64 west of the I-81 overlap compared to the busier sections of the corridor in the Richmond and Hampton Roads regions, as shown in [Figure 4](#) on page 6.

In Richmond, I-64 converges with I-95 through the center of the city. Significant congestion and safety issues are prevalent approaching the I-95/I-64 overlap and intensify at both the Bryan Park and I-95/I-64 East interchanges.

In the Richmond and Hampton Roads regions, more than \$300 million has been invested in widening I-64 to three lanes in each direction, with another \$244 million expected to complete Segment 3 of the project in the Williamsburg area.

- ➔ Segment A: Exit 200 to Exit 205
- ➔ Segment 1: Exit 247 to Exit 255
- ➔ Segment 2: Exit 242 to Exit 247
- ➔ Segment 3: Exit 234 to Exit 242

The projects address previous capacity deficiencies of I-64 by adding an additional travel lane in each direction. However, following project completion, a “gap” will remain between I-64 Exit 205 - Bottoms Bridge and Exit 234 - Lightfoot.



There are severe reliability and congestion issues along the I-64/664 corridor in the Hampton Roads region, where the interstate system connects the Peninsula to the Southside through the Hampton Roads Bridge-Tunnel (I-64) and the Monitor-Merrimac Memorial Bridge-Tunnel (I-664). Multibillion-dollar investments through the Hampton Roads Bridge-Tunnel Expansion, I-64 Southside/High Rise Bridge, and Hampton Roads Express Lanes projects aim to mitigate congestion and eliminate existing bottlenecks throughout the corridor. The Plan assumes that these projects are fully implemented. Finally, the Hampton Roads region faces significant challenges in creating a multimodal culture, where only approximately 1–1.5 percent of travelers use transit. Although the COVID-19 pandemic has substantially reduced transit ridership throughout the nation, existing investments in managed lanes facilities in the Hampton Roads region are anticipated to improve the reliability of the I-64/664 corridor, and aid in fostering a commuter culture less dependent on single-occupancy vehicles (SOV).

## Approach to Solutions

Realizing that solutions to the challenges in the I-64/664 corridor involve various modes of travel and different types of expenditures, the study team used a stepped approach to identify improvements. As specified in section 33.2-372 of the Code of Virginia, this meant first identifying operational improvements to maximize efficiency of existing infrastructure and then multimodal options, which represent the next lowest cost solution that builds upon the overall goal of moving people. Finally, the team identified highway capital projects where performance issues could not be adequately addressed by either operational or multimodal improvements.





## Existing Conditions

To understand the current travel conditions in the corridor, the study team gathered data from a variety of sources. This data included travel speeds; numbers and types of crashes; numbers, types, and durations of incidents; origins and destinations of passenger cars and trucks; numbers and types of traffic; multimodal service; and location, number of spaces and utilization rates at park-and-ride lots.

Depending on the time of day, the day of week, and the month of the year, travel in the corridor varies greatly. These differences were important to understand as the study team developed potential improvements.

### Performance Measures

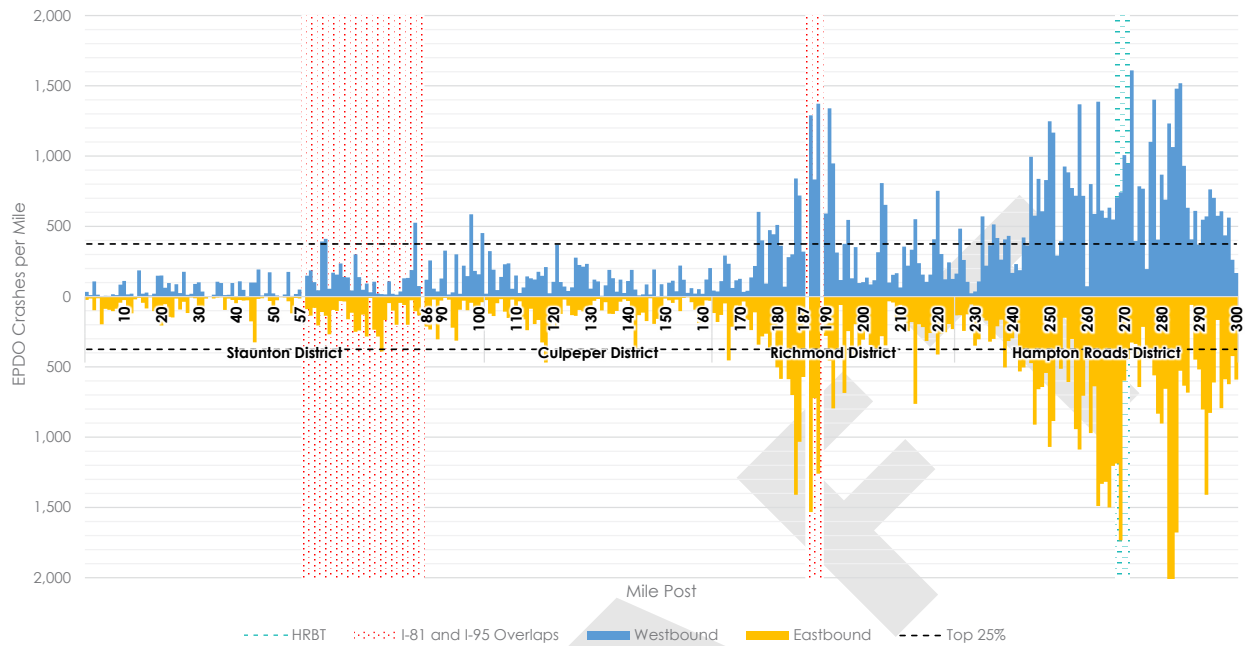
Based on a review of the available data in the corridor, the study team developed four performance measures to evaluate the existing operational and safety issues throughout the corridor. The team collected and summarized crash, delay, and Annual Average Daily Traffic (AADT) data for 5 years, from 2014 through 2018, in 1-mile segments by direction. For segments along I-64 that intersected with I-81, I-95, or I-664/264 (Bower's Hill Interchange), the team measured the segment to the nearest I-64 milepost and normalized the data on a per-mile basis. The study team then ranked the 1-mile segments and highlighted the top 25 percent of segment performance issues, regardless of direction, to be reviewed for potential improvements. The team employed the same process to determine the top 25 percent of segments along I-664. The four performance measures include:

- ➔ **Crash frequency and severity:** The total number of crashes, weighted by severity using the equivalent property damage only (EPDO) scale. *Source: VDOT Roadway Network System*
- ➔ **Crash severity rate:** The total rate of crashes, weighted by severity, per 100-million-vehicle-miles traveled. *Source: VDOT Roadway Network System and VDOT Traffic Monitoring System*
- ➔ **Total delay:** The total person hours of delay caused by the impacts of congestion, incidents, and weather events. *Source: INRIX*
- ➔ **Incident delay:** The total person hours of delay caused by incidents (crashes and disabled vehicles) that lead to at least one lane of the interstate to be closed for an hour or more. *Source: Regional Integrated Transportation Information System*

The team included performance measures data along the I-81 and I-95 overlaps for visual comparison only—the I-81 and I-95 overlap data did not impact the top 25 percent of performance measures along I-64. [Appendix B](#) includes histograms detailing each performance measure for I-64 and I-664.

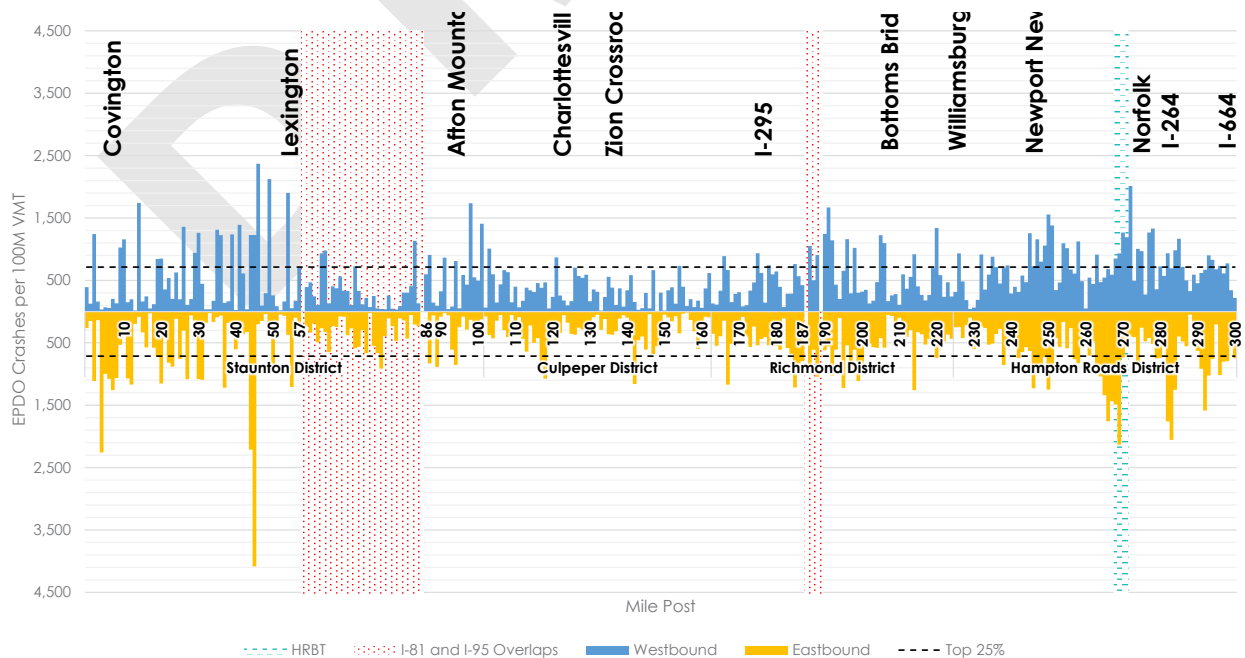
A histogram detailing the EPDO crashes per mile is shown in [Figure 3](#).

**FIGURE 3 I-64 EQUIVALENT PROPERTY DAMAGE ONLY (EPDO) CRASHES PER MILE**



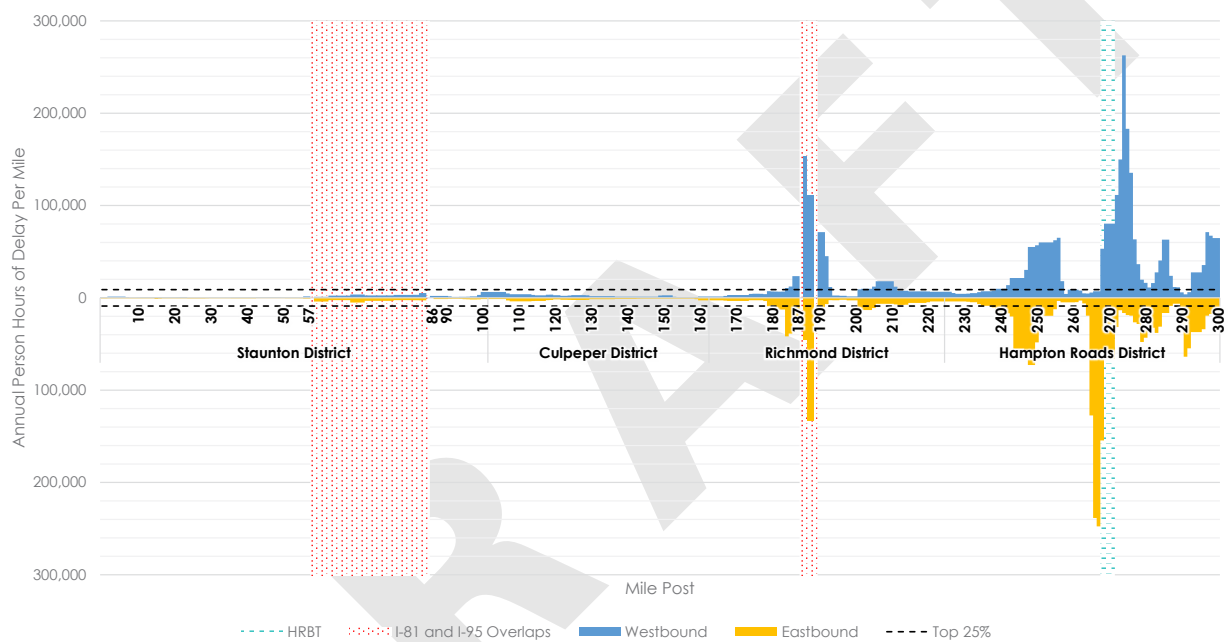
Whereas the EPDO crashes per mile data highlights crash trends predominantly in the metropolitan regions along the I-64 corridor, the following histogram detailing the EPDO crash severity rate, **Figure 4**, highlights significant crash trends along the mountainous western portion of the corridor. The study team used this information to focus on improvements that would provide the greatest safety benefit to road users.

**FIGURE 4 I-64 EQUIVALENT PROPERTY DAMAGE ONLY (EPDO) CRASHES PER 100M VMT**

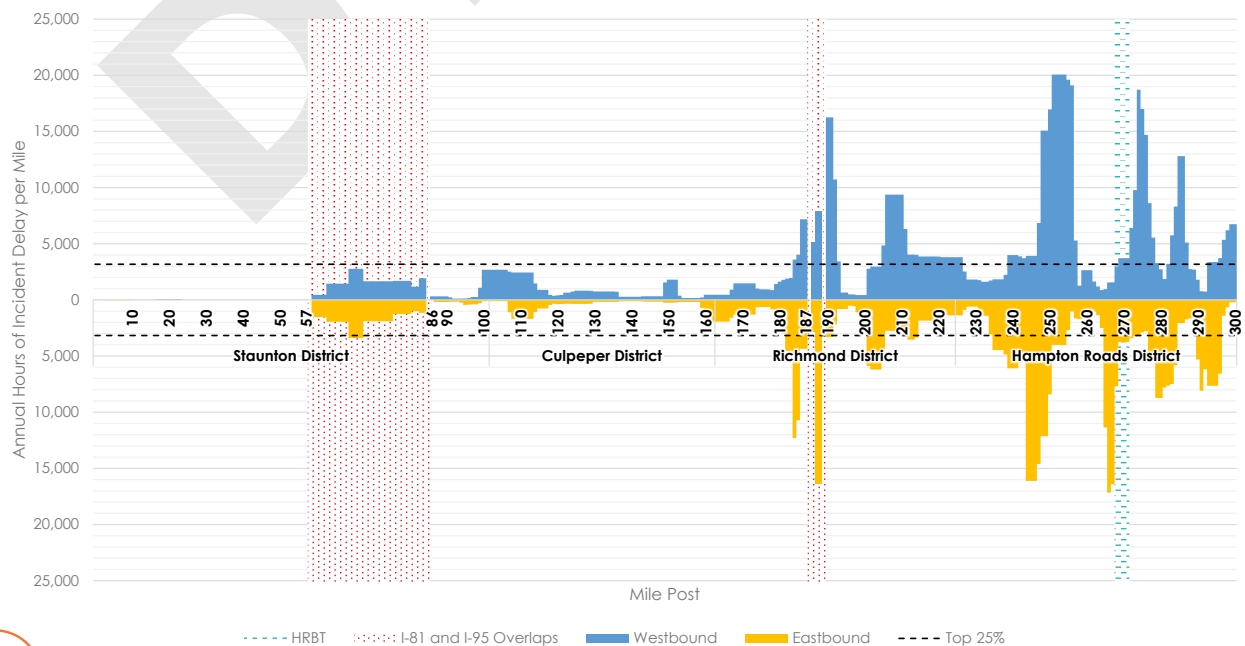


In addition to the crash data, person hours of delay data revealed highly congested stretches of I-64 east and west of the I-95/64 overlap in Richmond and throughout Hampton Roads. The most prominent delay and incident delay hot spots occur along westbound I-64 between the I-64/264 interchange and the Hampton Roads Bridge-Tunnel and along eastbound I-64 approaching the Hampton Roads Bridge-Tunnel, as shown in **Figure 5** and **Figure 6**. The Plan assumes the programmed improvements between the Hampton Roads Bridge-Tunnel and I-64/664 Interchange at Bowers Hill will improve traffic along the most highly congested stretches, but congestion hot spots will likely remain, especially near the I-64/464 interchange.

**FIGURE 5 I-64 ANNUAL PERSON HOURS OF DELAY**

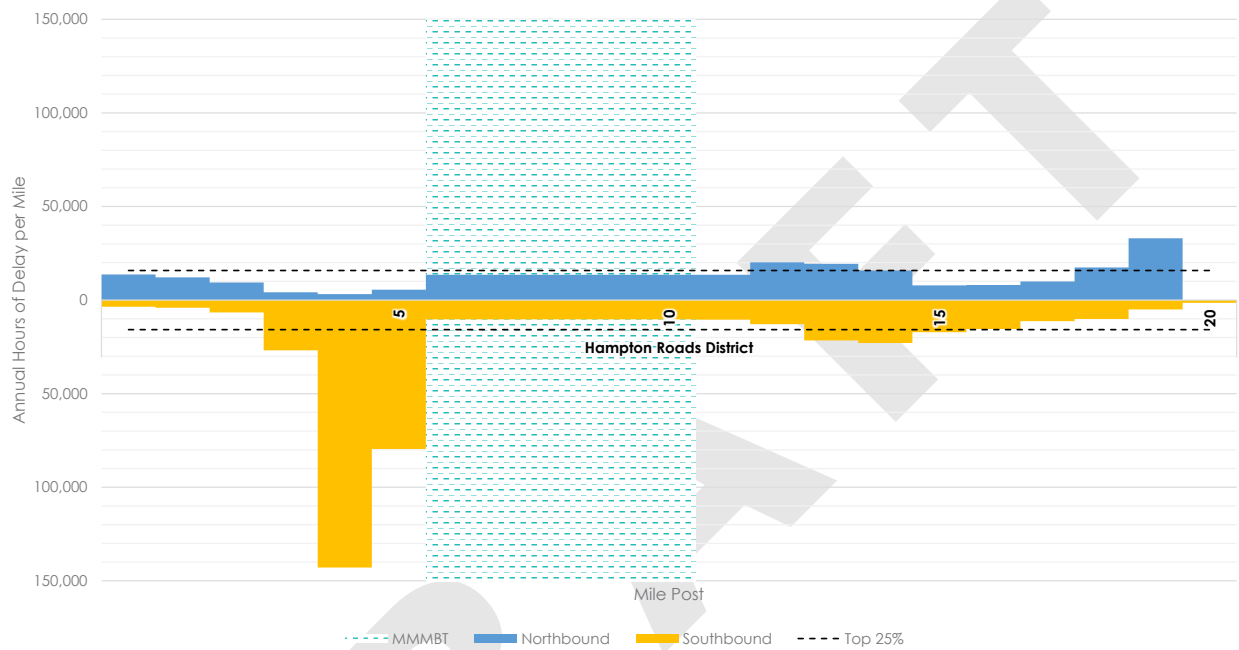


**FIGURE 6 I-64 ANNUAL PERSON HOURS OF INCIDENT DELAY**

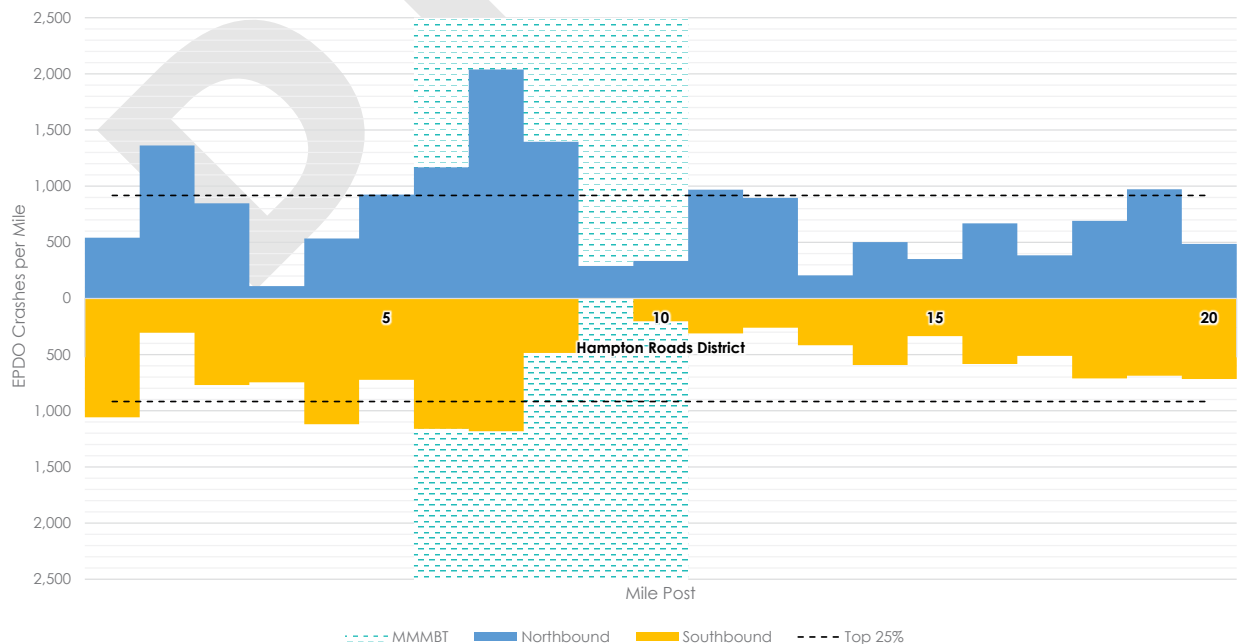


Person hours of delay data along I-664, pictured below in **Figure 7**, showed heavy congestion approaching the Monitor-Merrimac Memorial Bridge-Tunnel, further highlighting the dependence on and volatility of the I-64/664 corridor bridge-tunnel network and the need for the planned investments in this area. Finally, the highest crash hot spots along I-664 occurred along the Monitor-Merrimac Memorial Bridge-Tunnel, as shown in **Figure 8**.

**FIGURE 7 I-664 ANNUAL PERSON HOURS OF DELAY**



**FIGURE 8 I-664 EQUIVALENT PROPERTY DAMAGE ONLY (EPDO) CRASHES PER MILE**












## Projects Completed by 2026

The study team reviewed projects already funded in the VDOT Six-Year Improvement Program (SYIP) to determine how those projects may resolve issues in the corridor relating to two performance measures: crash frequency and severity and total delay. Additional SYIP project details are presented in [Appendix C](#). The study team did not review 1-mile segments for additional improvements if the safety and delay benefits from the funded projects were projected to remove the segment from the top 25 percent of segments for all performance measures. The study team evaluated the potential benefits of the following seven projects.

- ➔ Hampton Roads Bridge-Tunnel Expansion
- ➔ Hampton Roads Express Lanes Network
- ➔ Peninsula Widening Segment A: from I-295 to Bottoms Bridge
- ➔ Peninsula Widening Segment I: from Route 238/Yorktown Road to Jefferson Avenue
- ➔ Peninsula Widening Segment II: from Humelsine Parkway/Marquis Center Parkway to Route 238
- ➔ Peninsula Widening Segment III: from Route 199 (Lightfoot) to Humelsine Parkway/Marquis Center Parkway
- ➔ I-64 Southside / High Rise Bridge

Projected changes in PM peak period speed for three of these programmed improvements are shown in [Figure 9](#).

**FIGURE 9 PEAK PERIOD SPEED BENEFITS FROM PROGRAMMED IMPROVEMENTS**

Legend	Project Description	Projected Change in Travel Speed (PM Peak)	
		Eastbound	Westbound
 Increase <25% (time period)	Hampton Roads Bridge Tunnel		
 Increase 25-50% (time period)	Hampton Roads Express Lanes		
 Increase >50% (time period)	High-Rise Bridge		

The study team used Hampton Roads Express Lanes analysis data to project traffic conditions in 2026. Based on Hampton Roads Express Lanes assumptions, existing bottlenecks at the Hampton Roads Bridge-Tunnel were effectively mitigated. However, the team identified significant congestion during future conditions along other sections of the I-64 Hampton Roads corridor, namely on I-64 eastbound (Hampton Roads Beltway inner loop) approaching the I-64/464 Interchange in Chesapeake.



## Supplementary Data

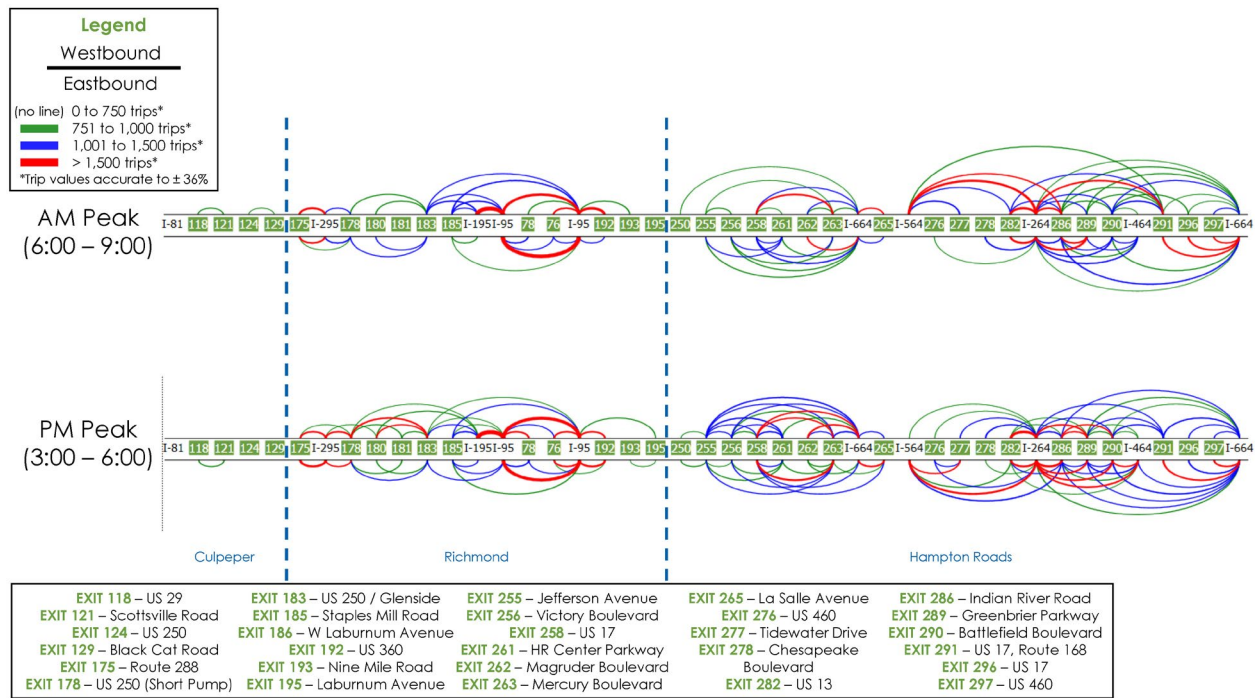
The study team collected and summarized additional data to supplement the four performance measures for the identification of problem areas and project identification. The supplementary data includes the following information:

- ➔ **Speed data:** The study team collected INRIX data in 15-minute intervals to summarize average speed patterns and variability in speeds throughout the corridor per time of day, day of week, and time of year for 2018.
- ➔ **Origin-destination data:** The study team collected StreetLight data and summarized origin-destination patterns on I-64 and I-664 in 2018. The study team summarized the following by time of day and day of week:
  - ➔ Statewide interchange-to-interchange travel patterns as shown in [Figure 10](#)
  - ➔ Route choice between the Hampton Roads Bridge-Tunnel and Monitor-Merrimac Memorial Bridge-Tunnel for passenger cars and trucks traveling between the Peninsula and the Southside in Hampton Roads during the a.m. and p.m. peak periods.
- ➔ **Incident data:** The study team collected and summarized additional incident data from VA Traffic, including the number of total or lane-impacting incidents and the average time to clear a lane or scene.

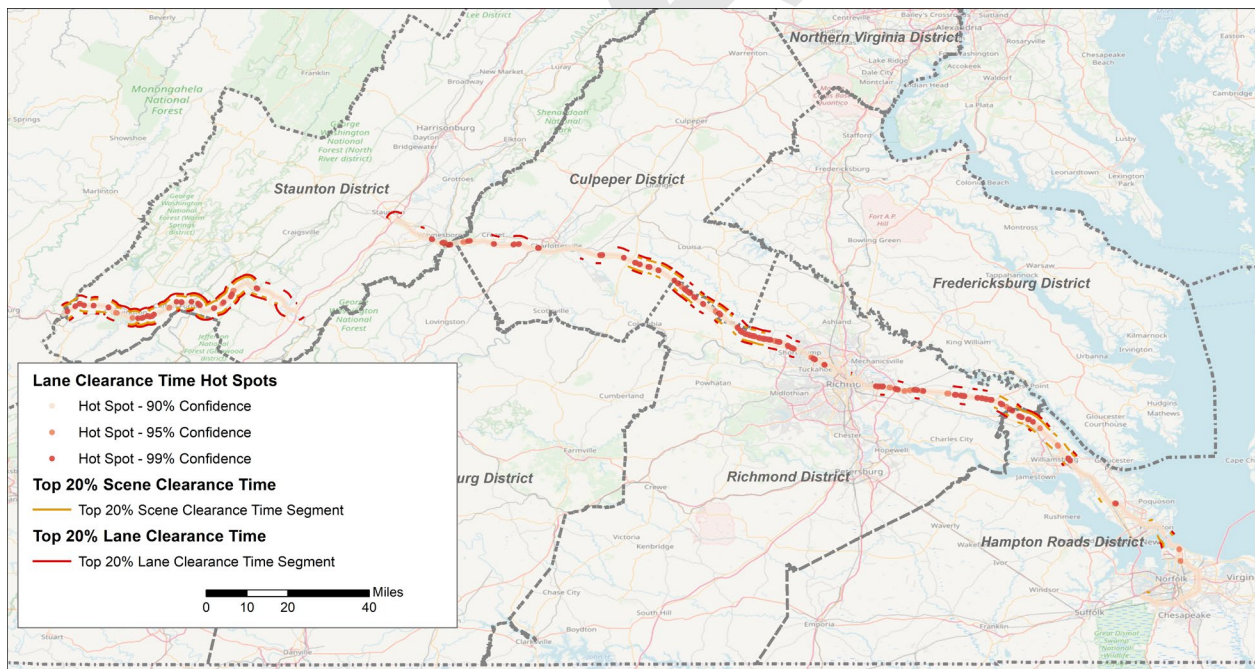
The incident data was used to help identify specific countermeasures at various locations along the corridor. For example, the incident clearance time hot spot graphic highlighted that the western regions of the Richmond and Staunton maintenance districts have experienced the longest incident clearance times, as shown in [Figure 11](#). The study team has proposed to expand safety service patrol programs to better serve these locations.



**FIGURE 10 I-64 ORIGIN-DESTINATION PATTERNS BY INTERCHANGE**



**FIGURE 11 I-64 INCIDENT CLEARANCE TIME HOT SPOTS**

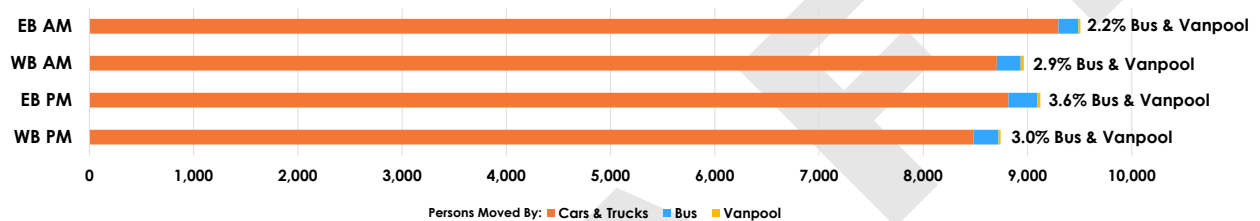




## Multimodal Corridor Characteristics

The I-64/664 corridor has a wide range of multimodal travel options—such as bus, rail, carpool, and vanpool—which have an opportunity to contribute greatly to moving people in the I-64/664 corridor, offering an array of alternatives to SOV travel. However, the usage of these alternatives is limited. Rail service along the corridor is provided by Amtrak, which serves a number of cities along the corridor, including Clifton Forge, Charlottesville, Richmond and Newport News. Commuter bus service is available in Richmond and Hampton Roads and supports the usage of park-and-ride lots. **Figure 12** provides a sample of how people are using multimodal options in the Hampton Roads region at a major bottleneck for travel in the corridor, the Hampton Roads Bridge Tunnel.

**FIGURE 12 SINGLE AND HIGH OCCUPANCY VEHICLE ON I-64 AT THE HAMPTON ROADS BRIDGE TUNNEL**



Park-and-ride lots contribute positively to multimodal travel along the corridor. The availability of commuter parking not only enables more people to make use of bus and vanpool systems when co-located with transit hubs, but also helps enable a robust culture of carpooling. Commuter assistance programs, such as Traffix, Ridefinders, RideShare, and RIDE Solutions, provide residents, employers, and workers along the I-64/664 corridor with travel options information, trip planning, guaranteed rides home, and multimodal ride matching services.

Additionally, the presence of the I-64 Express Lanes in Norfolk and future Hampton Roads Express Lanes network make bus transit travel along the corridor more reliable and incentivizes carpooling and vanpooling, as vehicles with two or more people do not pay a toll. Traffic occupancy counts and modeling indicate that during peak periods, on a per-lane basis, the express lanes on I-64 could carry more persons than the general purpose lanes.



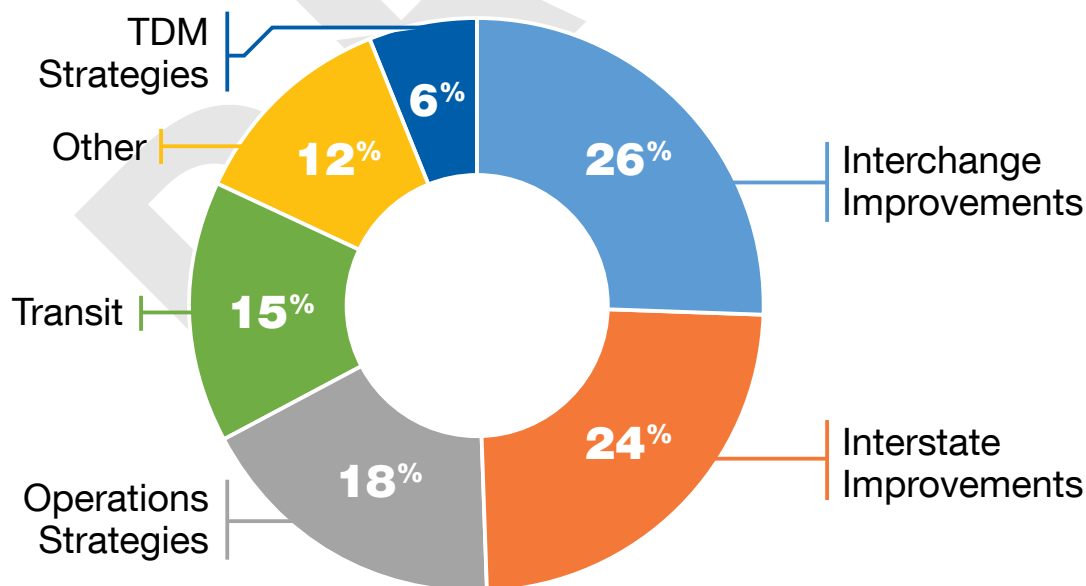
## Public Outreach

The COVID-19 pandemic began at the beginning of the I-64/664 Corridor Improvement Plan study and required the study team to facilitate public outreach through digital formats. The study team hosted an online public engagement website ([www.i-64-664publicinfo.com/](http://www.i-64-664publicinfo.com/)), which included informative videos on the study process and allowed participants to comment on existing conditions and potential improvements on the I-64/664 corridor. VDOT shared social media blasts to targeted audiences based on their proximity to the I-64/664 corridor to encourage participation in MetroQuest surveys in July and October. Virtual public meeting display boards are included in [Appendix D](#).

The first MetroQuest survey was available from July 13, 2020 -August 15, 2020 and focused on existing conditions along the corridor. More than 4,500 participants provided feedback and placed nearly 7,500 map markers at various locations within the study area. The second MetroQuest survey was available from October 20, 2020 – November 22, 2020 and focused on potential solutions along the corridor. Nearly 1,400 participants ranked their preference of the potential solutions while also providing feedback about their preferred funding allocation. The number of comments received by category are shown in [Figure 13](#).



**FIGURE 13 PUBLIC COMMENTS BY CATEGORY**



Public engagement meeting summaries and public survey results are included in [Appendix E](#).

# Operations Improvement Plan

## Mainline Operations Strategies Identification and Summary

Mainline operations strategies are used to address the impacts of non-recurring congestion such as vehicle crashes and weather events and respond to those incidents as quickly as possible. These strategies are integral to the function of the freeway and are currently being used on I-64, I-664, and other roadways in Virginia. Mainline operations strategies include the following types of improvements:

- ➔ Closed-circuit television (CCTV) cameras
- ➔ Changeable message signs (CMS)
- ➔ Safety service patrol (SSP)
- ➔ Freeway incident management program tools

These infrastructure improvements and incident response tools require proper integration and coordination with VDOT Traffic Operations Centers to be used most effectively. The study team used a combination of input from the VDOT Regional Operations Directors (RODs); corridor characteristics; corridor performance measures; return on investment analysis; and coordination with other parallel facilities and roadway improvements to determine proposed locations for the strategies.

### CCTV Cameras

CCTV cameras are in use along the corridor to help identify incidents and monitor the corridor. They are useful in verification of traffic and weather conditions as well. There are approximately 313 cameras in operation along I-64 and I-664. Camera expansions are based on two goals:

1. Have a camera at key interchanges to support detour management after incidents occur
2. Have cameras at rural locations with crashes and incidents as demonstrated by the corridor performance measures

There are five recommended camera expansion locations for the I-64 corridor as shown in [Table 1](#).



**TABLE 1 RECOMMENDED CAMERA EXPANSION**

Sites	Camera Expansion Locations
<b>Interchanges</b>	Exits: 211, 220, 227, 231
<b>High Incident Locations</b>	Relocate camera from mile marker 102.1 to 102.4 to improve viewshed

## Changeable Message Signs

Message signs are in use along the corridor to inform drivers of travel conditions ahead and to help manage detours. There are approximately 196 message signs in operation along I-64 and I-664. Message signs are often installed at key decision points on the mainline highway, and the recommended message signs are for this same purpose. Two additional signs are recommended to alert motorists prior to the interchanges of I-64 with US 29 and US 250 in Charlottesville, which provide alternative routes to I-64 and I-81. These are summarized in [Table 2](#).

**TABLE 2 RECOMMENDED MESSAGE SIGN EXPANSION**

Changeable Message Sign Expansion Locations	
<b>Install New</b>	<ul style="list-style-type: none"> <li>➔ I-64 eastbound approaching Exit 118</li> <li>➔ I-64 westbound approaching Exit 124</li> </ul>

## Safety Service Patrols (SSP)

SSP is a system of support vehicles that are used to assist disabled vehicles, identify incidents, and assist with the clearance of debris and incidents from the roadway. Varying levels of coverage exist along much of the corridor including between I-64 Exit 87 (I-81) and Exit 136 (US 15), I-64 Exit 175 (VA-288) and Exit 299 (I-664), and all of I-664 as well as the I-64/I-81 overlap.

The study team identified potential locations for SSP expansion using incident history and hourly traffic volume data. The analysis also considered extenuating circumstances that impact typical traffic conditions, such as special events. The analysis revealed the need for expanded SSP coverage on the weekends in the Charlottesville area between Exit 114 and Exit 130.

Additional SSP strategies were identified to enhance the functionality of service in the I-64/I-664 corridor. This includes installing lift-and-tow devices on a portion of the fleet, which will allow these SSP trucks to relocate disabled vehicles (in non-injury situations) from travel lanes to the roadside to clear blocked lanes faster. Automated hazard alerts are recommended for the corridor fleet, which will provide real-time digital alerts to approaching drivers using the Waze navigation app when SSP are on-scene with amber lights activated. This will give additional time for drivers to slow down and move over. Recommended SSP strategies for the I-64/I-664 corridor are summarized in [Table 3](#).

**TABLE 3 RECOMMENDED SAFETY SERVICE PATROL EXPANSION**

Safety Service Patrol Expansion	
<b>Expand Charlottesville Route</b>	<ul style="list-style-type: none"> <li>• Add weekend (Saturday–Sunday) SSP coverage on I-64 from Exit 114 to Exit 130</li> </ul>
<b>Lift-and-Tow Devices</b>	<ul style="list-style-type: none"> <li>• Equip a portion of the I-64/I-664 corridor SSP fleet (approximately 25 trucks) with lift-and-tow devices</li> </ul>
<b>Automated Hazard Alerts</b>	<ul style="list-style-type: none"> <li>• Equip I-64/I-664 corridor SSP fleet (approximately 100 trucks) with automated hazard alert capabilities</li> </ul>



## Freeway Incident Management Program Tools

This program area includes strategies with a combined purpose to provide better data tools and resources to access and respond to incident events properly. These tools enable the right resources to be brought to the scene which minimizes rework and delay.

While the Virginia State Police are often the first responder to incidents directly on I-64/I-664, localities can respond to and support interstate incidents as well. Localities also respond to incidents along the parallel facilities. Information about the location and status of both interstate and parallel facilities incidents is essential for effective incident management.

VDOT has developed a program to share information from local authorities responding to freeway incidents directly to VDOT's Traffic Operations Centers by way of Public Safety Answering Point (PSAP) integration. Counties or localities requiring PSAP integration in the I-64/I-664 corridor are shown in [Table 4](#).

**TABLE 4 COUNTIES/LOCALITIES REQUIRING PSAP INTEGRATION**

Corridor	# Entities	Locations	
I-64	9	<ul style="list-style-type: none"> <li>• Alleghany County</li> <li>• Rockbridge County</li> <li>• Augusta County</li> <li>• City of Staunton</li> <li>• Albemarle County</li> </ul>	<ul style="list-style-type: none"> <li>• Louisa County</li> <li>• Goochland County</li> <li>• New Kent County</li> <li>• City of Virginia Beach</li> </ul>

## Parallel Facilities Improvements Identification and Summary

During traffic incidents or periods of congestion on the I-64/664 corridor, motorists choose to use roadway facilities parallel to the corridor to avoid or minimize delays. A major incident on the interstate can result in a road closure of the impacted interstate segments and result in temporary routing of traffic onto these parallel facilities. The **Virginia Freeway Traffic Management Incident Detour Plan** specifies parallel facilities to be used during road closures between each segment of the I-64/664 corridor. The study team evaluated parallel facilities to identify improvements that could enhance safety and improve operations during significant traffic incidents or periods of congestion. Highest priority was given to improvements that support the capabilities to directly influence or mitigate traffic during an incident at locations where safety and congestion performance measures rank in the top 25 percent. The study team identified intersection improvements totaling more than \$100 million, which were prioritized and organized into funding tiers.





The study team compiled available information such as the crash data, asset data for traffic signal infrastructure, and the status of planned or programmed projects on the detour routes. The study team then identified systemic improvements, such as traffic signal timing optimization, traffic signal equipment upgrades, communications upgrades, and deployment of automated traffic signal performance measures (ATSPM) to address operational limitations of the parallel facilities. In addition, locations were identified for the installation of CCTV cameras to provide improved monitoring and detection capabilities for incidents and response times and to be able to provide additional notification to drivers. Nearly 2,500 individual improvements at 670 locations were identified along parallel facilities. Planning-level cost estimates were developed for each of the identified potential improvements. [Table 5](#) summarizes the number of potential parallel facility improvement locations in each district.

**TABLE 5 NUMBER OF IDENTIFIED PARALLEL FACILITY IMPROVEMENTS BY DISTRICT**

Jurisdiction	Staunton	Culpeper	Lynchburg	Richmond	Hampton Roads	Total
VDOT	42	27	1	109	32	211
Locality	24	2	0	43	390	459
<b>Total</b>	<b>66</b>	<b>29</b>	<b>1</b>	<b>144</b>	<b>422</b>	<b>670</b>

\*Consists of improvements to enhance operations along incident detour routes, including ATSPM, communications, ATC controllers, and CCTV cameras

To pare down the 670 intersection improvements that totaled more than \$100 million, to targeted priorities, the study team established four tiers among the incident detour route signalized intersections. Tier 1 intersections were highest priority and are on detour routes serving sections of mainline I-64/664 with the highest prevalence of performance measures. The study team recommended two corridors consisting of Tier 1 intersections—along US 33 (Staples Mill Road) between I-64 and I-295 in the Richmond District and along Route 199 in the Hampton Roads District—for funding. These corridors were prioritized due to their logical termini for funding and their use as detour routes by the Districts. Based on follow-up conversations with the Districts, two fiber communications installation projects were selected to be delivered with I-64 Corridor Improvement Plan arterial operations funds to support improved operations along the recommended corridors. These improvements are presented in [Table 6](#).

**TABLE 6 PARALLEL FACILITIES PRIORITIZED IMPROVEMENTS**

District	Route	Extents	Project Description	Cost Estimate
Hampton Roads	Humelsine Parkway (Route 199)	I-64 Exit 242 to I-64 Exit 234	Installation of fiber optic communications along Route 199.	\$1.3M
Richmond	I-64	I-64 Exit 177 to I-64 Exit 187	Installation of fiber optic communications. Enables future connectivity along the Staples Mill Rd corridor.	\$3.1M



## Return on Investment (ROI) Analysis

An ROI analysis was conducted for each of the operational improvement needs identified. Capital costs as well as the 10-year operations and maintenance (O&M) costs were calculated for each improvement and weighed against anticipated benefits. The results of the analysis can be seen in the recommendations in [Table 7](#) and [Table 8](#).

**TABLE 7 MAINLINE OPERATIONS IMPROVEMENTS  
RETURN ON INVESTMENT**

Proposed Operational Improvement	Implementation Cost	O&M Cost (10 Years)	Benefit (10 Years)	ROI (10 Years)
CCTV Cameras (5)	\$915K	\$258K	\$4.3M	3.5
Changeable Message Signs (2)	\$1.0M	\$486K	\$10.5M	7.0
Safety Service Patrols	\$875K	\$2.2M	\$11.1M	3.6
PSAP Integration	\$800k	-	\$8.6M	10.7

**TABLE 8 PARALLEL FACILITIES OPERATIONS  
IMPROVEMENTS RETURN ON INVESTMENT**

Proposed Operational Improvement	Implementation Cost	O&M Cost (10 Years)	Benefit (10 Years)	ROI (10 Years)
Signal Upgrades*	\$4.1M - \$4.6M	\$725,000	\$140.0M	27.2
ATSPM	\$1.2M - \$1.3M	\$150,000		
Communications	\$0.8M - \$0.9M	\$500,000		
ATC Controller Upgrade	\$1.9M - \$2.1M	\$50,000		
Signal Timing	\$0.2M - \$0.3M	\$25,000		
CCTV Cameras - Arterials	\$0.3M - \$0.4M	\$75,000	\$4.0M	9.6

\* Includes upgrades to ATSPM, Communications, ATC Controller, and Signal Timing



# Multimodal Improvements Plan

## Development of Multimodal Improvements

A cooperative process involving VDOT, DRPT, regional transit providers and OIPI, rooted in existing planning efforts and public feedback, was conducted to define and fully develop the specific multimodal improvements that will be included in the plan. The following steps were conducted to develop the final list of potential improvements:

1. Review existing plans, studies, and planned activities in coordination with local transit providers.
2. Screen projects using subjective and objective evaluation factors
3. Conduct secondary screening based on project focus areas
4. Conduct modified SMART SCALE project scoring
5. Allocate funding based on IOEP policy

## Existing Plans and Studies

Based on the existing wealth of recent multimodal planning and the expedited time constraints of this study, the Secretary of Transportation directed the study to focus on identifying improvements that have been previously documented in lieu of conducting new modeling or analysis. To identify multimodal and commuter assistance improvements in the corridor, the study team looked to recently-completed plans and studies that have targeted the I-64/664 corridor. Additionally, rail-related improvements included in this study are informed by ongoing, long-term efforts throughout the Commonwealth, including the Virginia Statewide Rail Plan and Transforming Rail in Virginia Program.

## Project Screening

The improvements that were compiled underwent several rounds of screening by the study team to evaluate their performance compared against the overall goal of the I-64/664 Corridor Improvement Plan, to provide faster, safer, and more reliable travel along the I-64/664 corridor.

### *Preliminary Screening*

Following a review of existing plans, 378 potential recommendations were identified. The first preliminary round of screening occurred in February 2020 through which the project team recommended to the Commonwealth a list of 49 projects that had the potential to be carried forward based on the potential impact to performance of I-64 and I-664, as well as the objective and subjective evaluation factors listed below. The objective screening factors were assessed by data from existing studies and did not incorporate new analysis. Any projects that were duplicates or included in the baseline scenario (funded to be complete by 2026) were not included.



*Secondary Screening and Refinement*

During Spring 2020, to further narrow down the list of potential multimodal recommendations, projects were compared using the criteria described above and the following direction from the Secretary of Transportation:

- ➔ Support options for intercity non-SOV travel
- ➔ Focus on solutions for the top origin-destination pairs
- ➔ Support mode shift from SOVs in Richmond and Hampton Roads

This resulted in a list of 16 projects that could be advanced for the SMART SCALE-like evaluation described in the following section. Before the evaluation, the project list was refined based on the following:

- ➔ Coordination with and input from transit providers
- ➔ Availability of defined alignments, ridership projections, and costs
- ➔ Consideration of park-and-ride needs that had developed following the completion of the previous studies
- ➔ Decision that commuter assistance programs would be considered but not as individual projects

**Multimodal Improvements**

After the project screening process described above, a total of 16 multimodal projects have been proposed to be prioritized for funding, for a total of \$57.94 million. These 16 projects represent the priorities out of the 378 total multimodal projects initially identified for consideration in the four VDOT districts. The plan includes potential multimodal improvements as laid out in **Table 9**—commuter bus service, local bus service, park-and-ride lots, and commuter assistance programs. The multimodal improvements are part of a suite of proposed improvements along I-64/664 including operational improvements on I-64/664, improvements on parallel facilities (such as VA 199), and capital projects on I-64/664.

**TABLE 9 TYPE OF MULTIMODAL IMPROVEMENT**

Type of Multimodal Improvement
<b>Commuter/Local Bus:</b> Improvements such as new express bus routes from the western suburbs of Richmond to Downtown Richmond or increased frequencies for routes serving Newport News Shipbuilding.
<b>Park-and-Ride:</b> Improvements such as expansion of existing lots and construction of new lots.
<b>Commuter Assistance Programs:</b> Improvements such as enhanced multimodal ridematching, rewards for non-SOV travel, and strategic marketing and promotion of multimodal travel options and services, with emphasis on the most congested segments of I-64/664.





## Commuter and Local Bus

The provision of commuter and local bus service is an important part of the congestion solution along the I-64/664 corridor, and especially in the Hampton Roads region. Today, commuter buses move a limited number of passengers across the James River in the peak period because they have to experience the same congestion as SOV do. However, there is an opportunity for increased use of bus service in Hampton Roads with the construction of the Hampton Roads Express Lanes. The express lanes will allow for more reliable and frequent service to major employment destinations, such as the Newport News Shipbuilding, Naval Station Norfolk, and the Port of Virginia.

Previous studies conducted by Hampton Roads Transit (HRT) and Greater Richmond Transit Company (GRTC) have shown demand for and recommended commuter bus service originating at suburban park-and-ride lot locations in each of these major metropolitan areas along the I-64/664 corridor, serving key destinations.

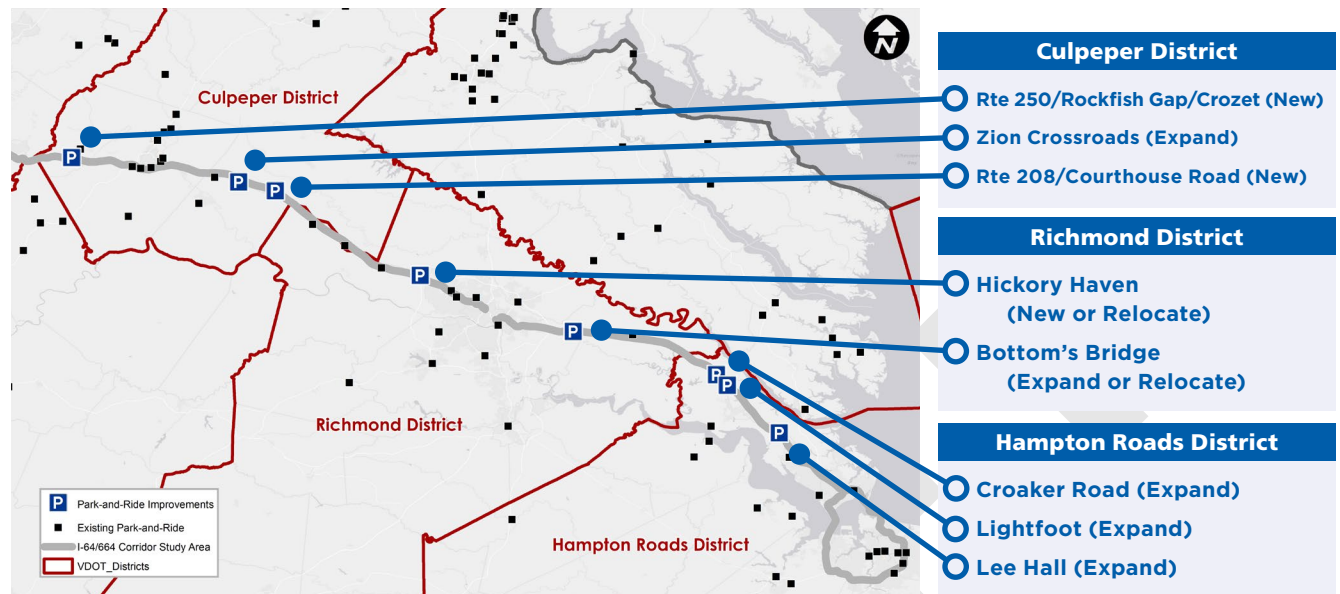
Potential service improvements identified in this study include commuter and local routes in Richmond connecting to Short Pump and enhanced frequencies from Downtown Richmond east to the Richmond airport. Improvements in Hampton Roads include enhanced frequencies for existing local routes in Newport News and MAX express routes serving the Peninsula and Southside.

## Park-and-Ride Lots

Park-and-ride lots are a common transportation feature along the I-64/664 corridor and include state-owned, privately-owned, and informal lots. Under the oversight of VDOT, these facilities allow commuters—particularly long-distance commuters—to park their vehicles at a convenient location and then finish their commute using alternative transportation modes including carpool, vanpool, bus, train, bike, or walking.

This plan recommends enhancement, expansion, or new construction of eight park-and-ride lots at key points along the I-64/664 corridor as shown in [Figure 14](#). When combined, these recommendations could contribute more than 1,000 new parking spaces to the existing 4,300 spaces in the corridor—a 23 percent increase. Many park-and-ride lots will provide connections to existing and future commuter bus service, and all newly-constructed lots will be designed to accommodate and optimize carpool and vanpool operations.



**FIGURE 14 PROPOSED PARK-AND-RIDE IMPROVEMENTS**

## Commuter Assistance Programs

Building new and widening existing roads alone is not enough to meet Virginia's current and future transportation needs. Congestion was identified by the first public survey as the most important issue to address. To effectively improve mobility, provide more travel options, move more people, and promote and sustain economic growth, there is a necessity to move more people with fewer vehicles by sharing rides and using high-capacity modes such as bus or rail. Commuter assistance programs are part of the solution to ensure people know about and are supported in using non-SOV modes of travel.

Commuter assistance programs provide transportation choices, make Virginia's transportation more efficient, and help improve air quality. This is accomplished by moving more people in fewer vehicles, reducing vehicle miles traveled, reducing vehicle trips, and moving peak period trips to off-peak times. The focus of commuter assistance programs is to move more people in fewer vehicles. Examples of how this is achieved are programs and services that:

- ➔ Promote transit, vanpools, carpools, telework, and biking
- ➔ Provide free ride matching and trip planning
- ➔ Increase the use of vanpools, carpools, transit, telework, and biking
- ➔ Work with employers to establish worksite programs for telework, carpool and vanpool formation, transit and vanpool employee benefits, biking to work, and alternative work schedules
- ➔ Help commuters realize the true cost of driving alone and the benefits of transit, vanpooling, carpooling, telework, and biking

To advance and build upon the Commonwealth’s commuter assistance efforts, DRPT will further target the I-64 corridor with strategic marketing and promotion of travel options, including:

- ➔ Marketing that is targeted to corridor travelers with an emphasis on the most congested segments of I-64/664
- ➔ Coordinated marketing messaging with local commuter assistance programs
- ➔ Targeting of employers with a high concentration of employees that commute on I-64/664
- ➔ Commute!VA website and mobile app multimodal travel options and ride matching
- ➔ Carpool, vanpool, transit, rail, and telework options
- ➔ Commute!VA rewards for carpool, vanpool, transit, and commuter rail
- ➔ Existing carpool and vanpool incentives and formation assistance
- ➔ Using the express lanes free with EZ-Pass Flex and a carpool/vanpool of 2+ (including driver)

## Corridor Costs and Potential Benefits

### Summary of Costs

The projects listed in the sections above are summarized in [Table 10](#). In total, there are 16 multimodal projects that total approximately \$57.94 million. Total costs from transit projects include 3 years of operating costs in addition to capital costs of vehicles and infrastructure investments.

**TABLE 10 MULTIMODAL IMPROVEMENT COSTS**

Type of Project	Number of Projects	Capital Costs	Annual Operating Cost	Total Cost
Commuter/Local Bus	8	\$18,782,797	\$8,255,963	\$27,038,761
Park-and-Ride	8	\$30,900,000		\$30,900,000
<b>TOTAL</b>	<b>16</b>	<b>\$49,682,797</b>	<b>\$8,255,963</b>	<b>\$57,938,761</b>

### Benefits

Targeted improvements to transit and carpooling offer the greatest opportunities to not only improve performance on I-64/664 itself, but to provide fast and reliable trips along more parts of the corridor to more people. The recommended transit improvements are expected to serve over 400,000 trips along I-64 annually.

The suite of multimodal improvements included in this study offer unique opportunities to address peak-period traffic conditions that can be implemented at a lower cost, a much greater ability to safely move people, and more flexibility to adapt to changing travel patterns.

# Mainline Roadway Improvements Plan

## Mainline Roadway Improvements Identification and Summary

The study team considered performance measures, supplementary data, existing roadway geometry, recently completed studies, and public input to develop potential capital improvements. The team also reviewed recently-constructed projects and projects already funded in the SYIP to determine how those projects may resolve issues in the corridor relating to the performance measures.

The study team reviewed crash data for the 1-mile segments in the top 25 percent to determine the underlying causes of crashes and what solutions, if any, could mitigate the crashes. In several cases, capital improvements were not recommended to improve safety if there was no discernible crash pattern or if there were several crashes caused by miscellaneous factors that are not likely to be remedied by changes to the roadway. Miscellaneous factors include mechanical failure, medical issues, behavioral issues, such as alcohol or distracted driving, or crashes that involved animals or occurred in an active work zone.

**Table 11** describes the types of mainline roadway improvements considered and their associated benefits. The study team only recommended an interchange improvement if it was recommended in a previously completed study. **Table 12** displays the number of mainline roadway improvements per type that were proposed in each district and scored using a SMART SCALE-like method. **Appendix F** includes performance measure detail information used to develop the mainline roadway improvements.

**TABLE 11 TYPES OF I-64/664 CAPITAL IMPROVEMENTS**

Type of Improvement	Locations to Consider	Benefit
<b>Auxiliary Lane:</b> An extra lane constructed to connect on- and off-ramps between closely spaced interchanges to reduce the impacts of traffic entering and exiting the interstate	<ul style="list-style-type: none"> <li>Where spacing between an on-ramp and the subsequent off-ramp is less than 2 miles</li> <li>Where there are many crashes between exits</li> <li>Where there are large volumes between interchanges</li> </ul>	<ul style="list-style-type: none"> <li>Reduces the potential for crashes caused by traffic entering and exiting the interstate</li> <li>Gives entering and exiting traffic more space to maneuver</li> </ul>
<b>Widening by One Lane:</b> An extra lane constructed for multiple miles to increase the capacity of the interstate	<ul style="list-style-type: none"> <li>Where there are high person hours of delay and incidents/ crashes with a lane closure</li> <li>Where there are high traffic volumes</li> <li>Where there are long distances that vehicles need to pass, merge, or travel through multiple interchanges</li> </ul>	<ul style="list-style-type: none"> <li>Reduces the likelihood of congestion by providing additional roadway capacity</li> <li>Reduces the potential for crashes by allowing more space for vehicles to maneuver</li> </ul>

Type of Improvement	Locations to Consider	Benefit
<p><b>Acceleration or Deceleration Lane Extension:</b> Longer lengths to accelerate when entering the interstate and decelerate when exiting the interstate</p>	<ul style="list-style-type: none"> <li>Where there are many crashes involving lane merges</li> <li>Where acceleration or deceleration lane lengths are less than the VDOT standards</li> </ul>	<ul style="list-style-type: none"> <li>Reduces the potential for crashes caused by slower moving traffic entering or exiting the interstate</li> <li>Provides more time for entering vehicles to match the speed of the interstate traffic and exiting vehicles to slow down to safely exit the interstate</li> </ul>
<p><b>Shoulder Widening:</b> Widening the paved inside or outside shoulder</p>	<ul style="list-style-type: none"> <li>Where there is high-crash frequency or severity with roadway departure crashes</li> <li>Where the shoulder width is deficient</li> </ul>	<ul style="list-style-type: none"> <li>Reduces the potential for roadway departure crashes by giving drivers a wider shoulder for recovery</li> <li>Provides shoulder space to clear crashes or other incidents</li> </ul>
<p><b>Truck Climbing Lane:</b> An extra lane constructed for multiple miles to increase the capacity of the interstate</p>	<ul style="list-style-type: none"> <li>Where there is an uphill grade</li> <li>Where there are many truck crashes and rear-end crashes</li> <li>Where there is a speed differential between trucks and cars</li> </ul>	<ul style="list-style-type: none"> <li>Reduces the potential for crashes due to the impacts of slow-moving vehicles</li> <li>Provides space for slow-moving vehicles to move to the right on uphill grades to improve speeds and safety for all vehicles</li> </ul>
<p><b>Curve Improvements:</b> A variety of improvements that reduce the potential for crashes through horizontal curves, such as LED-lit chevron sign and high-friction surface treatments</p>	<ul style="list-style-type: none"> <li>Where there is high crash frequency or severity in a horizontal curve</li> <li>Where there are many roadway-departure crashes</li> </ul>	<ul style="list-style-type: none"> <li>Reduces the potential for roadway-departure crashes in horizontal curves</li> <li>Provides low-cost, high-benefit countermeasures that can be constructed quickly</li> </ul>
<p><b>Interchange Improvement:</b> A variety of improvements that improve safety and reduce delay at interchanges by modifying the existing interchange configuration</p>	<ul style="list-style-type: none"> <li>Where there are high person hours of delay or crashes caused by vehicles entering and exiting the interstate</li> <li>Where short weaves exist on the interstate</li> <li>Where congestion on the arterial affects the interstate</li> </ul>	<ul style="list-style-type: none"> <li>Reduces the potential for crashes caused by traffic entering and exiting the interstate</li> <li>Reduces person hours of delay on the arterial and interstate</li> </ul>
<p><b>Express Lanes:</b> Separate lanes that allow drivers to pay a toll or rideshare to utilize the facility</p>	<ul style="list-style-type: none"> <li>Where there are high traffic volumes</li> <li>Where widening by one lane is not predicted to meet future demand</li> </ul>	<ul style="list-style-type: none"> <li>Reduces congestion and accommodates travel demand more efficiently</li> <li>Provides greater reliability of travel times</li> </ul>



**TABLE 12 MAINLINE ROADWAY IMPROVEMENTS BY TYPE BY DISTRICT**

Improvement Type	Staunton	Culpeper	Richmond	Hampton Roads	Total
Auxiliary Lane			5	2	7
Widening by One Lane			3	1	4
Acceleration or Deceleration Lane Extension		2	7	11	20
Shoulder Widening					
Curve Improvements*	6		1		7
Truck Climbing Lane	2	1			3
Interchange Improvement			3	2	5
<b>Total</b>	<b>8</b>	<b>3</b>	<b>19</b>	<b>16</b>	<b>46</b>
Projected Cost (Millions)	\$250.7	\$396.4	\$940.6	\$654.1	\$2,241.8

\* Includes High-Friction Surface Pavement and Flashing Chevron improvements

The study team evaluated widening of the I-64 corridor between MM 205-234 by one lane in each direction to address capacity and safety issues. These issues typically occur during the summer months and are more frequent on weekends. The analysis showed that I-64 was forecast to be congested again within a 30-year time frame even with these additional lanes. As a result, this segment of the I-64 corridor is recommended for evaluation of managed lanes.



## Improvements and Locations Requiring Further Study

The study team also identified several improvements with the potential to resolve issues in the corridor relating to the performance measures that had not been recommended in a previously completed study. These improvements were not advanced to project prioritization because there is insufficient information to evaluate the projects. **Table 13** displays the number of mainline roadway, park-and-ride, and transit improvements by type in each district that were recommended for further study. **Appendix G** contains a list of individual improvements and locations identified by the study team that were recommended for further study. The study team identified 18 improvements and locations that are recommended priorities for advancing through concept development and study.

**TABLE 13 PROPOSED IMPROVEMENTS FOR FURTHER STUDY BY TYPE BY DISTRICT**

Improvement Type	Staunton	Culpeper	Richmond	Hampton Roads	Total
Interchange	0	1	3	2	6
Park-and-Ride	0	4	3	1	8
Transit	0	2	0	2	4
<b>Total</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>18</b>

## Available Funding

Upon development of planning level cost estimates for recommended projects, the study team determined that the needs identified far exceeded available revenues. In addition, the needs do not account for planning level cost estimates associated with “improvements and or locations identified for further study.” **Table 14** outlines the estimated distribution of IOEP funding for I-64 in the coming years and the anticipated funds available for prioritization.

**TABLE 14 DISTRIBUTION OF IOEP FUNDING FOR I-64 (IN MILLIONS)**

		Previous	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL
I-64 Dedicated IOEP Funding		\$32.1	\$9.9	\$18.5	\$18.5	\$19.4	\$20.3	\$19.3	\$137.9
Proposed Funding for I-64 Operations Improvements	Capital Projects in SYIP	\$14.0							\$14.0
	Operations and Maintenance			\$0.16	\$0.16	\$0.17	\$0.17	\$0.18	\$0.85
<b>I-64 Remaining Funds for Prioritization</b>		<b>\$18.1</b>	<b>\$9.9</b>	<b>\$18.3</b>	<b>\$18.3</b>	<b>\$19.2</b>	<b>\$20.2</b>	<b>\$19.1</b>	<b>\$123.1</b>

## Prioritization of Improvements

The prioritization process for I-64 followed the process outlined in the IOEP. The I-64/664 Corridor Improvement Plan identified the top 25 percent problem areas for congestion, safety, and reliability and the identified operational strategies, transportation demand management (TDM) strategies, and roadway capital improvements to address those issues in the corridor. All of these strategies improve reliability and safety of travel. The operational strategies were evaluated using an ROI methodology. The TDM and roadway capital improvements were evaluated using a SMART SCALE-like methodology using the following scoring weights:

- ➔ 40% for person hours of delay reduction
- ➔ 40% for reduction of fatal and severe injury crashes
- ➔ 20% for accessibility to jobs

These measures are the same as those used in SMART SCALE and represent those measures that correlate with the IOEP goal defined in §33.2-372 of improving the safety, reliability, and travel flow along interstate corridors.

This scoring methodology resulted in the list of TDM and capital projects recommended for funding as part of the I-64/664 Corridor Improvement Plan shown in [Table 15](#). According to the IOEP, available funding will be allocated to the projects based on the prioritization ranking, and scheduled according to constructability, risk, and the Board's discretion. At this time, the first 19 projects are recommended for funding, as indicated. Additionally, projects labeled as tentative may be considered for funding at the Board's discretion should there be available remaining funding. Detailed improvement prioritization scoring results are included in [Appendix H](#).

**TABLE 15 I-64/664 CORRIDOR IMPROVEMENT PLAN SCORING AND PROGRAMMED COSTS**

Project Description	Cost	SMART SCALE Score	Recommended for Funding
I-64 EB - NB I-81 Exit 221 to EB I-64 - Install high-friction surface pavement	\$600,000	27.23	Yes
I-64 Both - Route 972 (Tidewater to NNSB via HRBT)	\$898,598	13.35	Yes
I-64 EB - MM 23 - Install flashing chevrons	\$120,000	11.75	Yes
I-64 WB - Exit 87 - I-64 WB to I-81 SB Ramp - Install high-friction surface pavement	\$480,000	10.35	Yes
I-64 Both - Broad Street – Short Pump Bus Service	\$3,744,635	3.83	Yes
I-64 WB - MM 19 to MM 21 - Install high-friction surface pavement	\$2,300,000	3.69	Yes

Project Description	Cost	SMART SCALE Score	Recommended for Funding
I-64 Both - Create a new express route (22x) from Short Pump to downtown	\$3,017,484	3.39	Yes
I-64 Both - Newport News Route 106 (Newport News / Warwick Boulevard / Denbigh Fort Eustis)	\$4,033,729	3.19	Yes
I-64 Both - Newport News Route 107 (Newport News / Warwick Boulevard / Denbigh)	\$3,511,492	2.96	Yes
I-64 WB - Exit 284 - Extend acceleration lane	\$3,700,000	2.84	Yes
I-64 Both - Hickory Haven - New PnR or Relocate	\$5,100,000	2.80	Yes
I-64 EB - Exit 256 - Extend acceleration lane	\$2,600,000	2.27	Yes
I-64 Both - Increase bus frequency on Route 7 (Nine Mile) to 15 minutes	\$7,816,397	2.23	Yes
I-64 WB - Exit 181 - Improve Interchange Configuration	\$12,000,000	2.12	Yes
I-64 EB - Exit 284 - Extend acceleration lane	\$4,300,000	1.96	Yes
I-64 Both - Bottom's Bridge - Expand PnR or Relocate	\$3,100,000	1.87	Yes
I-64 WB - Exit 282 - Extend acceleration lane	\$4,700,000	1.84	Yes
I-64 Both - Exit 291/ I-464 Interchange - Improve Interchange Configuration (Alternative 4A)	\$140,000,000	1.48	Yes (IOEP)
I-64 EB - Exit 278 - Extend acceleration lane	\$5,100,000	1.47	Yes (IOEP)
I-64 Both - Croaker Road - Expand PnR/Enhance	\$2,500,000	1.41	Tentative (IOEP)
I-64 EB - Exit 265B to Exit 265C - Construct auxiliary lane	\$8,500,000	1.40	Tentative (IOEP)
I-64 EB - Exit 185 - Extend deceleration lane - B	\$3,500,000	1.35	Tentative (IOEP)
I-64 EB - Exit 279 - Extend acceleration lane	\$4,700,000	1.30	Tentative (IOEP)
I-64 Both - Airport via Route 60 Bus Service	\$2,833,600	1.21	Tentative (IOEP)
I-64 EB - WC to Exit 214 - Construct auxiliary lane	\$6,500,000	1.10	Tentative (IOEP)
I-64 Both - Rte 208 /Courthouse Rd & Crew Rd - New PnR	\$2,200,000	1.03	No
I-664 NB - Exit 13 - Extend acceleration lane	\$5,300,000	0.90	No
I-64 Both - MM 224 to MM 233 - Median Widening (to six lanes)	\$190,000,000	0.88	No
I-64 WB - Exit 185 - Extend acceleration lane	\$4,200,000	0.86	No
I-64 EB - Exit 185 - Extend deceleration lane - A	\$4,200,000	0.84	No
I-64 Both - Lightfoot - Expand PnR	\$2,300,000	0.82	No
I-64 Both - MM 205 to MM 211 - Median Widening (to six lanes)	\$120,000,000	0.74	No
I-64 EB - Exit 277 - Extend acceleration lane	\$4,500,000	0.68	No
I-64 WB - Exit 261 - Extend acceleration lane	\$7,300,000	0.67	No
I-64 EB - MM 23.8 to MM 24 - Install high-friction surface pavement	\$240,000	0.67	No
I-664 NB - Exit 2 - Extend acceleration lane	\$13,000,000	0.62	No
I-64 WB - Exit 192 - Extend acceleration lane	\$7,000,000	0.60	No
I-64 WB - Exit 279 - Extend acceleration lane	\$9,400,000	0.55	No

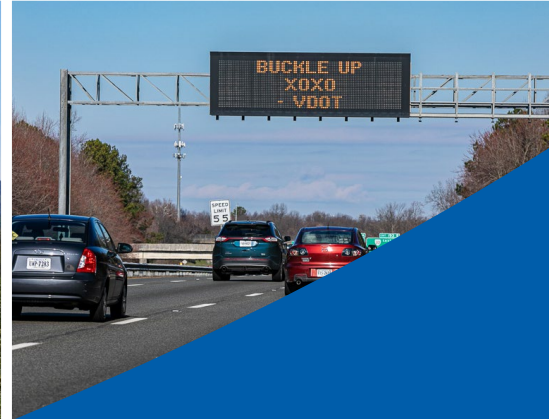


Project Description	Cost	SMART SCALE Score	Recommended for Funding
I-64 Both - MM 211 to MM 218 - Median Widening (to six lanes)	\$190,000,000	0.50	No
I-64 Both - Lee Hall - Expand PnR	\$3,800,000	0.43	No
I-64 EB - Exit 118 - Extend acceleration lane	\$3,200,000	0.42	No
I-64 Both - MM 218 to MM 224 - Median Widening (to six lanes)	\$230,000,000	0.37	No
I-64 WB - WC to Exit 214 - Construct auxiliary lane	\$12,000,000	0.36	No
I-64 Both - Rte 250 /Rockfish Gap Tpk; Crozet - New PnR	\$3,000,000	0.36	No
I-64 EB - Exit 118 - Extend deceleration lane	\$3,200,000	0.35	No
I-64 EB - Exit 180 to Exit 181 - Construct auxiliary lane	\$26,000,000	0.27	No
I-64 Both - Reimplement parkway shuttle to link Williamsburg, Jamestown, and Yorktown	\$1,182,826	0.26	No
I-64 EB - Exit 195 - Extend deceleration lane	\$4,700,000	0.26	No
I-64 WB - Exit 195 - Extend deceleration lane	\$5,600,000	0.21	No
I-64 EB - Interchange Improvements at 64/264	\$210,000,000	0.21	No
I-64 Both - Zion Crossroads - PnR Expansion	\$7,500,000	0.19	No
I-664 NB - Exit 6 to Exit 7 - Construct auxiliary lane	\$37,000,000	0.17	No
I-64 WB - MM 100 to MM 105 - Construct Truck Climbing Lane	\$390,000,000	0.14	No
I-64 EB - MM 12 to MM 13 - Widen left shoulder	\$12,000,000	0.10	No
I-64 EB - Exit 178 to Exit 180 - Construct auxiliary lane	\$77,000,000	0.07	No
I-64 EB - Exit 167 - Extend acceleration lane	\$3,400,000	0.07	No
I-64 WB - Exit 178 to Exit 180 - Construct auxiliary lane	\$73,000,000	0.07	No
I-64 EB - Exit 178 - Improve Interchange Configuration	\$89,000,000	0.07	No
I-64 WB - MM 44 to MM 48 - Construct Truck Climbing Lane	\$170,000,000	0.05	No
I-64 WB - Exit 180 - Improve Interchange Configuration	\$65,000,000	0.04	No
I-64 WB - MM 26 to MM 28 - Construct Truck Climbing Lane	\$65,000,000	0.03	No
<b>Grand Total</b>	<b>\$2,293,078,761</b>		

==== Above bold lines, costs have been inflated to year of expenditure and have undergone a preliminary refinement based on a process similar to SMART SCALE. Costs below the lines are planning level costs used for initial project prioritization.









# Appendix B



*Final Report - DRAFT*

# Interstate 95

## Corridor Improvement Plan

August 2021





# Contents

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<b>Introduction.....</b>	<b>1</b>
Study Request	
Study Purpose	
Multimodal Corridor Characteristics	
Challenges in the Corridor	
Approach to Solutions	
<b>Existing Conditions.....</b>	<b>7</b>
Performance Measures	
Supplementary Data	
Public Meetings	
<b>Operations Improvements Plan.....</b>	<b>12</b>
Mainline Operations	
Arterial Operations	
Return on Investment (ROI)	
<b>Multimodal Improvements.....</b>	<b>18</b>
I-95: A Multimodal Corridor— Development of Multimodal Improvements	
Multimodal Improvements	
Corridor Costs and Potential Benefits	
<b>Mainline Roadway Improvements Plan.....</b>	<b>25</b>
Improvements and Locations Requiring Further Study	
<b>Available Funding.....</b>	<b>26</b>
<b>Prioritization of Improvements.....</b>	<b>27</b>



## Figures

---

<b>Figure 1</b> Significance of the I-95 Corridor.....	1
<b>Figure 2</b> Single and High Occupancy Vehicle Use Along I-95 .....	4
<b>Figure 3</b> Recurring Delay in the Corridor .....	5
<b>Figure 4</b> Equivalent Property Damage Only (EPDO) Crashes .....	8
<b>Figure 5</b> Annual Person-Hours of Delay .....	9
<b>Figure 6</b> Statewide Origin-Destination Patterns by Interchange.....	10
<b>Figure 7</b> Origin-Destination Patterns at the Occoquan River.....	10
<b>Figure 8</b> Public Comment Summary .....	11
<b>Figure 9</b> Example Detour Route (I-95 Between Exit 150 And Exit 152).....	16
<b>Figure 10</b> Proposed Park-And-Ride Improvements .....	21
<b>Figure 11</b> People Moving Capacity .....	23
<b>Figure 12</b> Future Persons Moved (A.M. Peak Period).....	24

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## Tables

---

<b>Table 1</b> Capital Improvements in Corridor.....	16
<b>Table 2</b> Freeway Operations Improvements ROI .....	17
<b>Table 3</b> Arterial Operations Improvements ROI.....	17
<b>Table 4</b> Existing and Proposed Commuter Bus in the I-95 Corridor.....	19
<b>Table 5</b> Proposed Park and Ride Improvements .....	20
<b>Table 6</b> Summary of Costs.....	23
<b>Table 7</b> Proposed Mainline Roadway Improvements By Type By District .....	25
<b>Table 8</b> Distribution of IOEP Funding For Nvta And I-95 (In Millions).....	26
<b>Table 9</b> Additional Funding For Operations and Capital Projects For Nvta And I-95 (In Millions) .....	26
<b>Table 10</b> I-95 Corridor Improvement Plan Scoring and Fy 2020 Project Costs .....	27

DRAFT



## List of Appendices

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**[Appendix A - Capital Improvements Programmed for I-95 Through 2025](#)**

**[Appendix B - MetroQuest Summary](#)**

**[Appendix C - Operational Improvements](#)**

**[Appendix D - Summary List of Arterial Improvements](#)**

**[Appendix E - Improvements for Further Study](#)**

**[Appendix F - IOEP Project Scorecards \(I-95\)](#)**

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## Introduction

The results of the I-95 Corridor Improvement Plan will be folded into the Interstate Operations and Enhancement Program (IOEP), which is intended to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth. The IOEP was developed in accordance with Chapters 1230 and 1275 of the 2020 Virginia Acts of Assembly, as codified in §33.2-372 and through amendments to §§ 33.2-232 and 33.2-358 of the Code of Virginia, in which the General Assembly of Virginia directed the Commonwealth Transportation Board (CTB) to prepare interstate corridor improvement plans for those interstate corridors with more than 10 percent of their vehicle miles traveled comprised of Federal Highway Administration (FHWA) Class 6 vehicles and above. These corridors (I-81, I-95 and I-64) receive dedicated funding from the IOEP.

I-95 is the primary interstate corridor on the East Coast of the US with more than 1,900 miles between Maine and Florida. This corridor serves a region that contains 38 percent of all US jobs, and considered by itself would represent the second largest economy in the world.<sup>1</sup> According to the I-95 Corridor Coalition, by 2035, 100 percent of the urban segments will be heavily congested, and 55 percent of the non-urban segments will see increased congestion. I-95 serves as a vital conduit for Virginia's urban crescent, connecting the Richmond, Fredericksburg, and Washington, DC, metropolitan regions—a population of almost 3.5 million. In Virginia, I-95 provides north-south movement of people, goods, and freight, with every mode of transportation represented, as shown by the breadth of travel options and amenities in **Figure 1**. Approximately 9 million trucks and almost \$200 billion in goods are moved through the corridor per year, second only to the I-81 corridor in Virginia.

**Figure 1 Significance of the I-95 Corridor**



1 A 2040 Vision for the I-95 Coalition Region, I-95 Corridor Coalition, December 2008, [https://tetcoalition.org/wp-content/uploads/2015/03/2040\\_Vision\\_for\\_I-95\\_Region\\_Executive\\_Summary.pdf?x70560](https://tetcoalition.org/wp-content/uploads/2015/03/2040_Vision_for_I-95_Region_Executive_Summary.pdf?x70560)

2 2012 Global Insight/ Transearch data

3 Ibid

4 VDOT Crash Data

5 Ibid

Rail transportation is another critical mode currently operating within the I-95 Corridor. On April 30, 2021, the Commonwealth signed an agreement with CSX Transportation (CSXT), Amtrak, and Virginia Railway Express (VRE) formalizing the Transforming Rail in Virginia Program, a \$3.7 billion investment expanding capacity for passenger, commuter, and freight rail in the I-95 corridor and throughout the state. This new Virginia-led rail expansion program is expected to remove 5 million cars and 1 million trucks off Virginia's highways each year, while propelling the Port of Virginia towards its goal of moving 40 percent of containers by rail.

CSXT's north-south intermodal freight mainline in Virginia is part of CSXT's multistate National Gateway Initiative, generally paralleling I-95. This route provides service from Washington, DC, to Richmond and then farther south via Petersburg and Emporia. At Weldon, south of the Virginia/North Carolina border, this mainline has an eastward extension to the Port of Virginia facilities in Hampton Roads. The CSXT National Gateway Initiative has improved the efficiency of double stack container movements between the Mid-Atlantic and the Northeast/Midwest, and has improved train operations to and from the Port of Virginia.

## Study Request

During the 2019 Virginia General Assembly Session, the Senate and House of Delegates approved similar resolutions (SJR 276 and HJR 581) requesting the CTB study the 52 miles of the I-95 corridor between Exit 118 (Thornburg) in Spotsylvania County and Exit 170 (I-495/I-395) in Fairfax County along with potential financing options for improvements to the corridor. The Secretary of Transportation and the CTB requested that the study area be expanded to include all 179 miles of I-95 in Virginia between the North Carolina state line and the Woodrow Wilson Bridge in Alexandria. The corridor traverses 12 counties, six cities, and four VDOT construction districts: Northern Virginia, Fredericksburg, Richmond, and Hampton Roads.

According to SJR 276 and HJR 581, a 2017 nationwide study conducted by the Texas Transportation Institute ranked southbound I-95 at Exit 133A in Fredericksburg as having the worst traffic congestion in the nation. According to that study, this location is projected to cost drivers \$2.3 billion from 2017 through 2026 in time lost, fuel wasted, and carbon emitted. Additionally, northbound I-95 between Exit 126 (US 1/Route 17) in Spotsylvania County and Exit 143 (Route 610) in Stafford County was ranked the seventh worst traffic hot spot in the nation with a projected cost to drivers of \$1.1 billion through 2026. According to the National Capital Region Transportation Board, the Northern Virginia portion of the Washington, DC, metropolitan region is projected to grow by 20 percent in population and 25 percent in employment by 2040, placing additional strain on the I-95 corridor and the transportation system in general.

The Office of Intermodal Planning and Investment (OIP), the Virginia Department of Transportation (VDOT), and the Department of Rail and Public Transportation (DRPT) jointly conducted this study resulting in the I-95 Corridor Improvement Plan (Plan).



## Study Purpose

The purpose of this plan is to identify a package of targeted operational, multimodal, and capital improvements that are expected to deliver faster, safer, and more reliable travel on I-95 throughout Virginia. It also includes the evaluation of two key parallel routes to I-95 (US 1 and US 301) and the rail corridor to identify strategies and improvements to more effectively accommodate diversions of traffic, especially during major incidents on I-95.

## Multimodal Corridor Characteristics

The I-95 corridor is one of the most multimodal interstate corridors within Virginia. Multimodal travel options such as bus, rail, carpool, and vanpool contribute greatly to moving people in the I-95 corridor, offering a wide array of alternatives to single-occupancy vehicle (SOV) travel. Rail service along the corridor is provided by Virginia Railway Express (VRE) (commuter rail), Amtrak (intercity and long-distance passenger rail), and Washington Metropolitan Area Transportation Authority (WMATA) (Metrorail/heavy rail). Commuter bus service is a popular commuting choice along the northern section of the I-95 corridor, with several providers offering service to key employment hubs including Tysons, Mark Center, the Pentagon, Crystal City, Rosslyn, Ballston, and Washington, DC.

Park-and-ride lots also contribute positively to multimodal travel along the corridor. The availability of commuter parking not only enables even more people to make use of bus and rail systems when co-located with transit hubs but also helps to enable a robust culture of carpooling and vanpooling, including slugging—ad hoc, informal carpools for purposes of commuting. Commuter assistance programs provide residents, employers, and workers along the I-95 corridor with travel options information, trip planning, guaranteed ride home, and multimodal ride matching services.

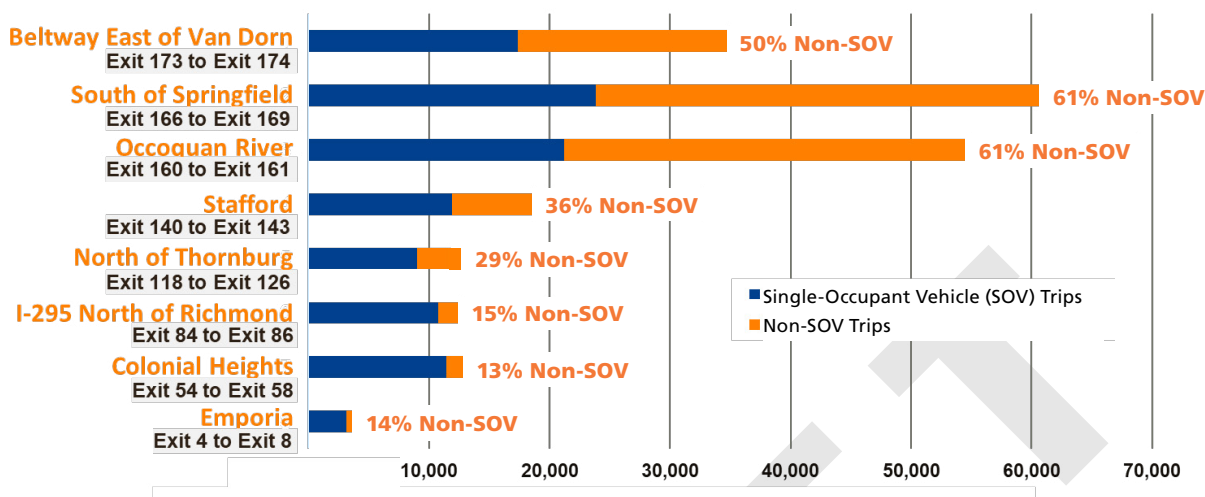
Additionally, the presence of the I-95 Express Lanes between the Fredericksburg region and the I-495 Beltway around Washington, DC, makes bus travel along the corridor more reliable and incentivizes carpooling and vanpooling as vehicles with three or more people do not pay a toll. Traffic and occupancy counts indicate that during peak periods, the Express Lanes on I-95 are carrying more people than the general purpose lanes.

Throughout the corridor, the availability of these multimodal travel options facilitates tens of thousands of commutes each weekday, as shown in [Figure 2](#). Multimodal travel is most prominent in the areas of Northern Virginia and Fredericksburg that are characterized by higher densities of population, employment, and transit service. As an example, between the Occoquan River and I-495, more than 60 percent of all weekday commute trips are made by a combination of rail, bus, vanpool, and carpool trips. The proportion of multimodal trips at the southern end of the corridor is consistent with the more limited amount of commute options available and generally lower density of development.

The commuting data shown is reflective of travel behavior prior to the onset of the global COVID-19 pandemic in early 2020. The pandemic, and corresponding shutdowns did impact travel behaviors with marked increases in telecommuting and peak periods. As vaccination rates have risen in Virginia, traffic volumes have shown gradual increases toward pre-pandemic levels. OIPI will continue to monitor these trends and any long-term changes in travel behaviors will be captured in subsequent updates of the interstate corridor improvement plans.



**Figure 2 Single and High Occupancy Vehicle Use Along I-95**



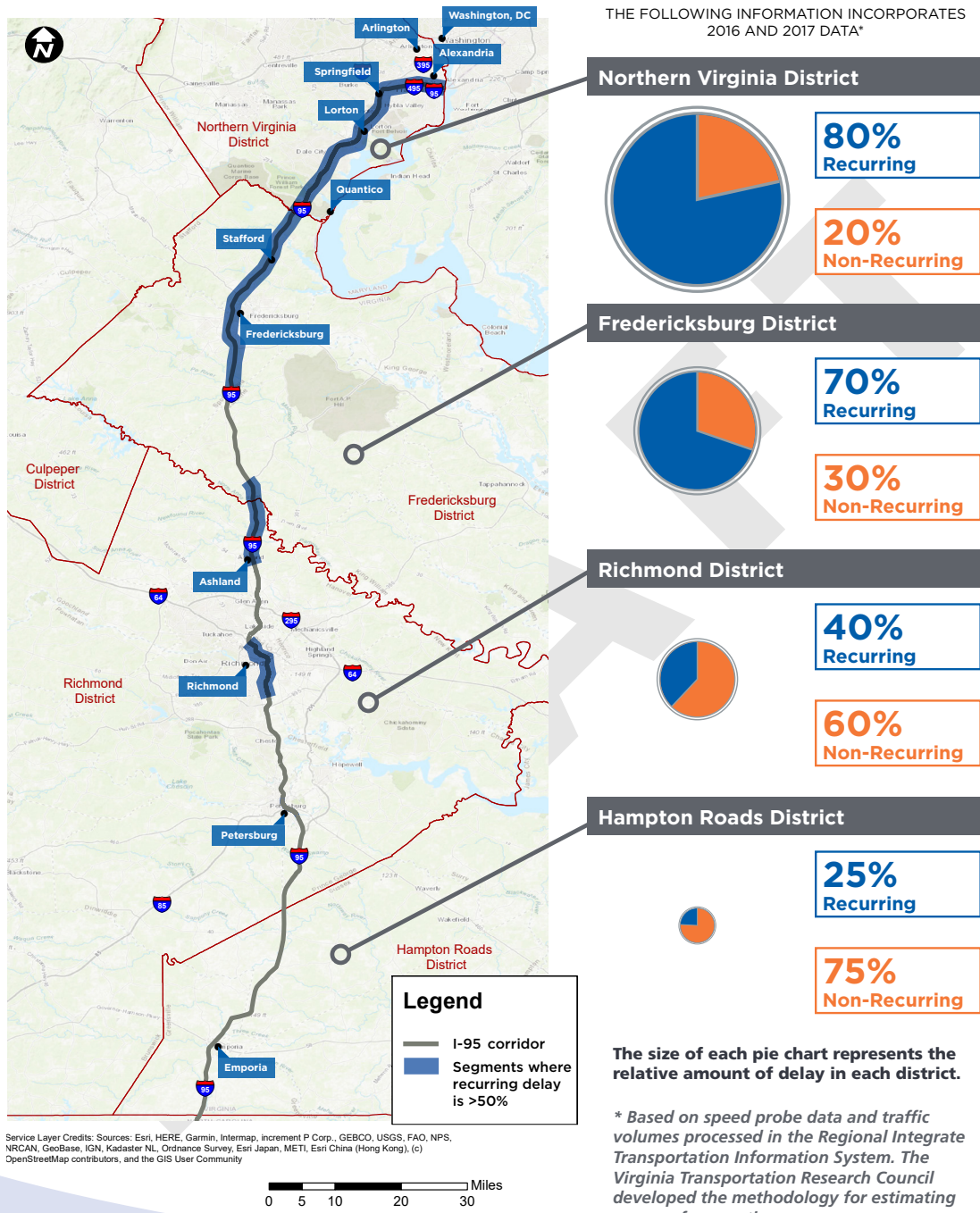
### Challenges in the Corridor

While robust and overwhelmingly successful, the existing multimodal system needs improvement to address passenger travel demand along the I-95 corridor. Existing conditions include limited commuter bus service south of Dale City, a lack of off-peak and weekend commuter train service, and, while improvements to the capacity-constrained Long Bridge across the Potomac River are coming, in the interim, it remains a major rail bottleneck limiting immediate passenger rail growth. In addition, many park-and-ride lots with convenient access to I-95 are at or near capacity during weekdays.

Travel and reliability characteristics change drastically as motorists travel from south to north. Travel south of the Fredericksburg area (south of Exit 126) is typically much more reliable than the segments to the north. As shown in **Figure 3**, a greater amount of overall and recurring delays (typically caused by congestion during peak periods) exist in the corridor to the north of Fredericksburg. The area between Fredericksburg and Richmond experiences reliability issues that are expected to worsen as development continues to expand into this area. There are a few areas in the Richmond District where recurring delay exists, specifically in the I-95/I-64 overlap, but the predominant type of delay is non-recurring delay, which is typically caused by incidents, crashes, weather, and/or special events.



**Figure 3 Recurring Delay in the Corridor**



While the I-95 corridor has definitive segments that experience significant recurring peak hour weekday delays, several portions of the corridor experience weekend and seasonal delays. A key challenge on the I-95 corridor was to identify how travel changed by the time of the day, day of the week, and month of the year. For example, reliability issues that were prevalent on Sunday afternoons in the summer were not issues on Thursday afternoons in the summer.

Another challenge was to identify improvements that could reduce congestion in the corridor to the north of the Fredericksburg area. In addition to the \$2.2 million investment in Transforming Rail in Virginia through 2025, Virginia is investing more than \$1 billion through 2025 in the capital improvements shown in [Appendix A](#). These investments, along with other improvements under construction while the study was being performed, and their expected benefits were taken into consideration when identifying the top 25 percent of locations for congestion, safety, and reliability. As targeted capital improvement recommendations were identified in the areas of greatest need, the study team quickly determined that highway capital improvements alone are unlikely to make a significant enough impact to improve safety and increase speeds in the northern portion of the corridor. Using the travel demand model from the National Capital Region Transportation Planning Board, the study team conducted a hypothetical analysis that added one, two, and three additional general purpose lanes in each direction on I-95 between Exit 118 (Thornburg) and Exit 170 (Springfield Interchange: I-95/I-395/I-495). This analysis showed minor to no speed improvements in 2040 at a planning level cost estimate of more than \$12.5 billion for a single additional lane in each direction. Based on the hypothetical widening analysis, the study team anticipates that multimodal recommendations and the promotion of managed lane facilities that incentivize non-single occupant travel will be key components of any solution development along the I-95 corridor in Northern Virginia and Fredericksburg.

To capture performance benefits for non-single occupant travel, the study team adopted an approach that focused on person movement. Additional commuter bus and commuter train service during the peak hours were evaluated. Analyses showed that the number of people moved during those peak hours by bus and rail is projected to be equivalent or greater than the number of persons moved from adding one lane in each direction as described in more detail in the multimodal section of this summary. These types of multimodal solutions must also include the construction of new and/or expanded park-and-ride lots in strategic locations to allow commuters to safely and efficiently access the other modes of transportation.

## Approach to Solutions

Realizing that solutions to the challenges in the I-95 corridor involve various modes of travel and different types of expenditures, the study team used a stepped approach to identify improvements. This meant first identifying operational improvements to maximize efficiency of existing infrastructure<sup>6</sup> and then multimodal options, which represent the next lowest cost solution that builds upon the overall goal of moving people. Finally, the team identified highway capital projects where performance issues could not be adequately addressed by either operational or multimodal improvements.

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6 Code of Virginia §§33.2-372 requires priority to be given first to operational and transportation demand strategies that improve reliability and safety of travel

## Existing Conditions

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To more thoroughly understand the current travel conditions in the corridor, the study team gathered data from a variety of sources. This data included travel speeds; numbers and types of crashes; numbers, types, and durations of incidents; origins and destinations of passenger cars and trucks; numbers and types of traffic; multimodal service; and location, number of spaces, and utilization rates at park-and-ride lots.

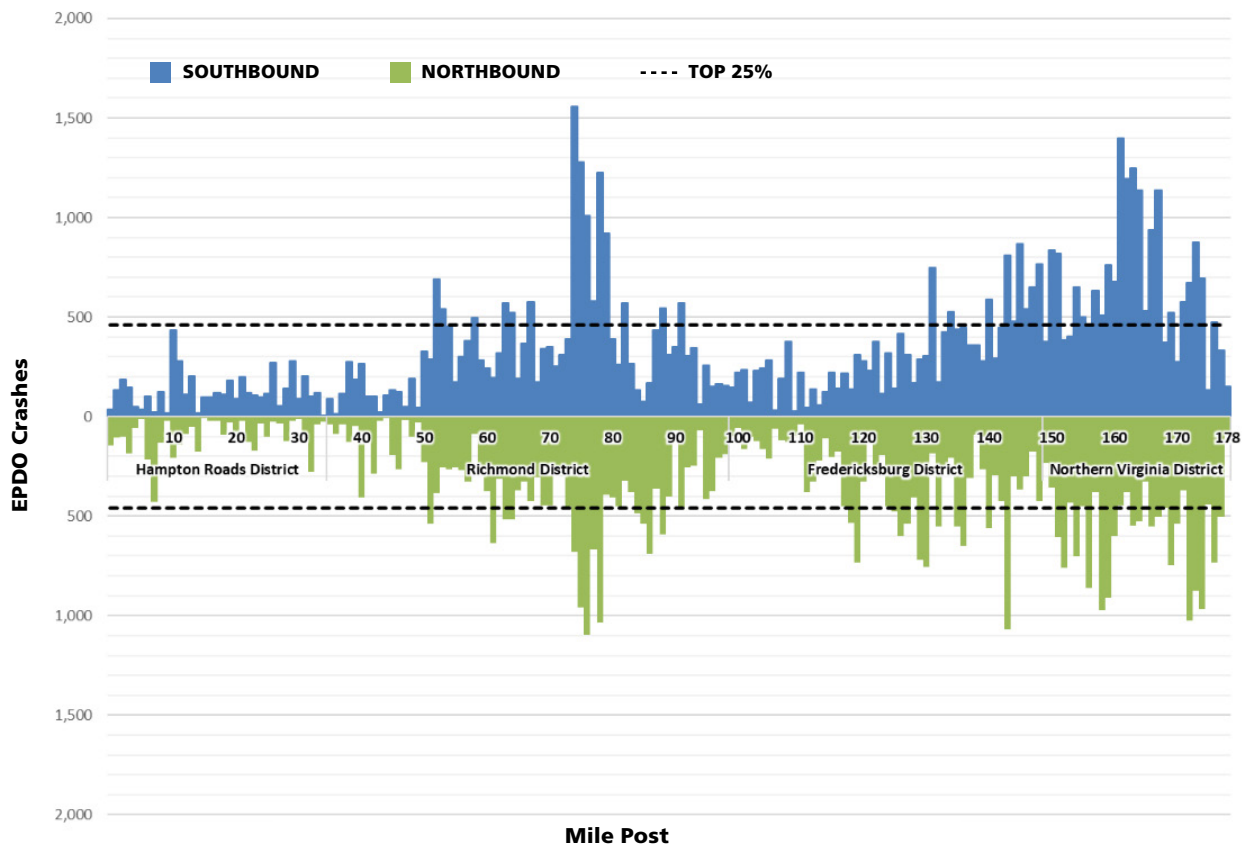
Depending on the time of day, the day of week, and the month of year, travel in the corridor varies greatly. These differences were important to understand as the study team developed potential improvements.

### Performance Measures

Based on a review of the available data in corridor, the study team developed four performance measures to evaluate the existing operational and safety issues throughout the corridor. The team collected and summarized crash and delay data for 4 years, 2015 through 2018, in 1-mile segments. The study team then ranked the segments and highlighted the top 25 percent of segments, regardless of direction, to be reviewed for potential improvements. The four performance measures included:

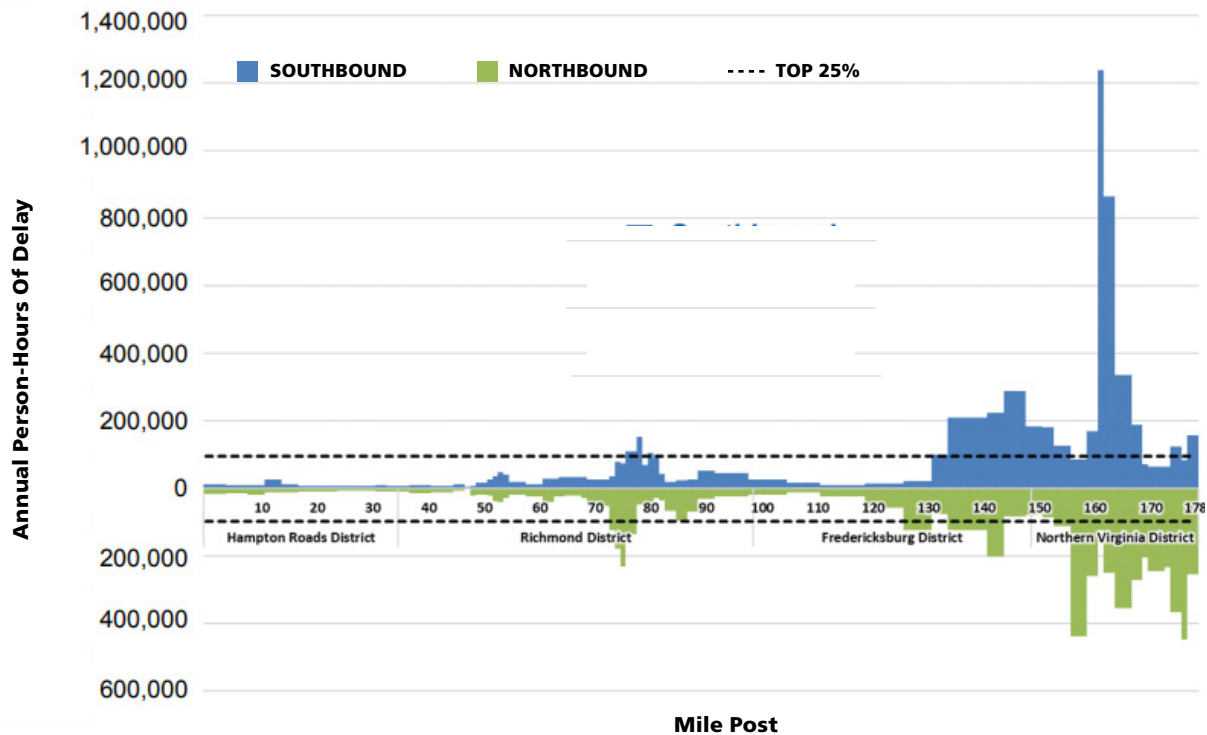
- ➔ **Crash frequency and severity:** The total number of crashes, weighted by severity using the equivalent property damage only (EPDO) scale. Source: VDOT Roadway Network System
- ➔ **Crash severity rate:** The total rate of crashes, weighted by severity, per 100 million vehicle-miles traveled. Source: VDOT Roadway Network System and VDOT Traffic Monitoring System
- ➔ **Total delay:** The total person hours of delay caused by the impacts of congestion, incidents, and weather events. Source: INRIX
- ➔ **Incident delay:** The total person hours of delay caused by incidents (crashes and disabled vehicles) that lead to at least one lane of the interstate to be closed for an hour or more. Source: INRIX and VA Traffic

An example histogram detailing the EPDO crashes per 1-mile segments is shown in **Figure 4**. The highest crash location along the corridor occurred in the I-95/64 overlap in downtown Richmond, one of the older segments of the corridor constructed prior to the establishment of interstate standards. The next highest crash location occurred on I-95 southbound at the Occoquan River (Exit 160, Route 123).

**Figure 4 Equivalent Property Damage Only (EPDO) Crashes**

In addition to the crash data, person hours of delay data showed that I-95 southbound at the Occoquan River (Exit 160, Route 123) had the highest person hours of delay along the entire corridor: more than 1.2 million hours annually as shown in [Figure 5](#).

The study team used this information to focus on improvements that would provide the greatest delay reduction for the stretch of I-95 between Exit 158 and Exit 177 in both directions.

**Figure 5 Annual Person-Hours of Delay**

## Supplementary Data

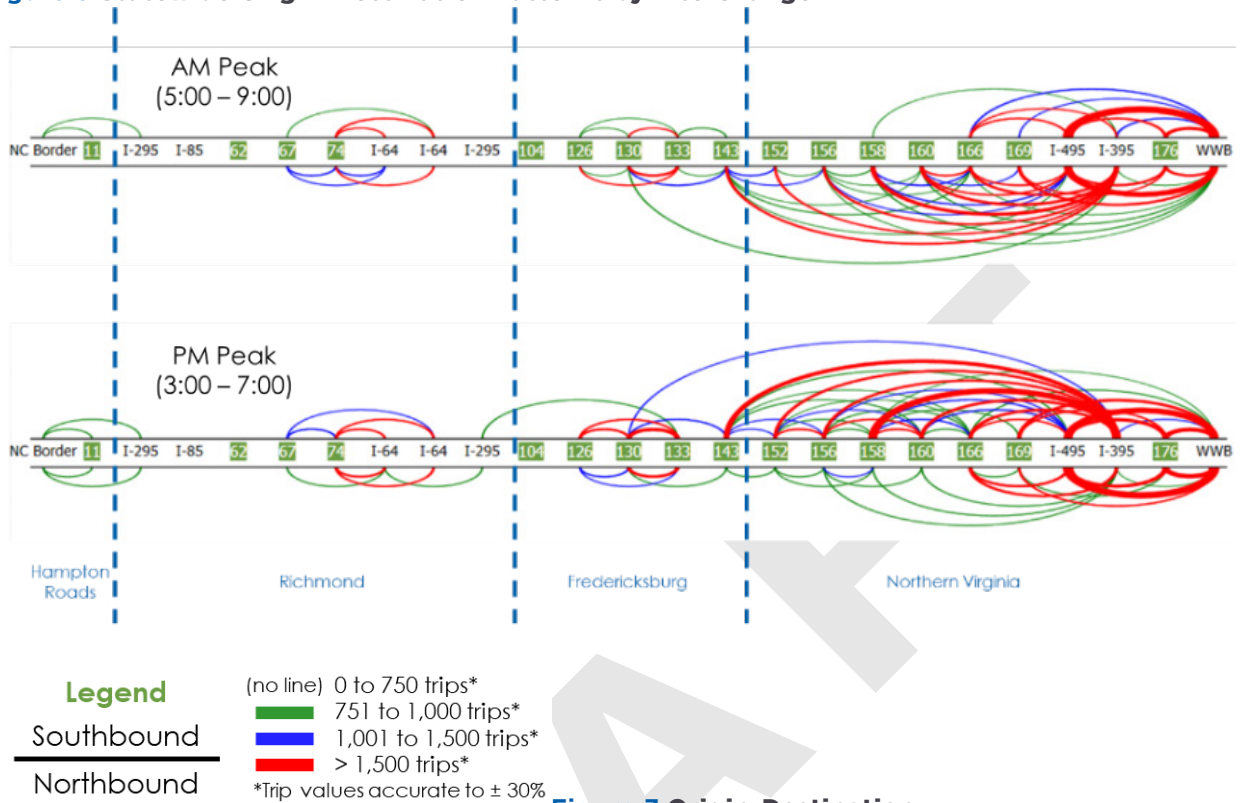
The study team collected and summarized additional data to supplement the four performance measures for the identification of problem areas and project identification. The supplementary data included the following information:

- ➔ INRIX speed data to summarize average speed patterns and variability in speeds throughout the corridor by time of day, day of week, and time of year for 2018
- ➔ StreetLight origin-destination data to summarize origin-destination patterns on I-95 in 2018 ([Figure 6](#))
- ➔ VA Traffic Incident data to summarize the number of total or lane-impacting incidents and the average time to clear a lane or scene

This information was used to help identify specific countermeasures at various locations along the corridor. For example, the origin-destination analysis shown in [Figure 7](#) highlighted that a large percentage of vehicles traveling across the Occoquan River during the p.m. peak period were coming from Fort Belvoir. Given the large workforce at Fort Belvoir and the relatively short distance on I-95 from Fort Belvoir to the popular destinations, DRPT, OIPI and VDOT plan to coordinate with Fort Belvoir in the future to discuss multimodal solutions.



**Figure 6 Statewide Origin-Destination Patterns by Interchange**

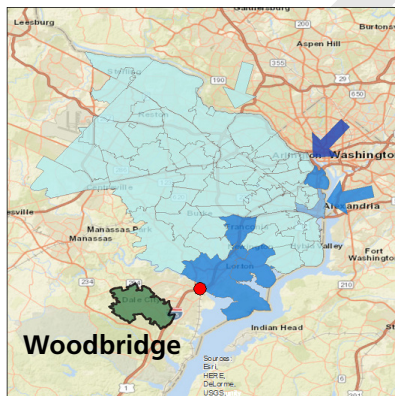


**Figure 7 Origin-Destination**

**Patterns at the Occoquan River**

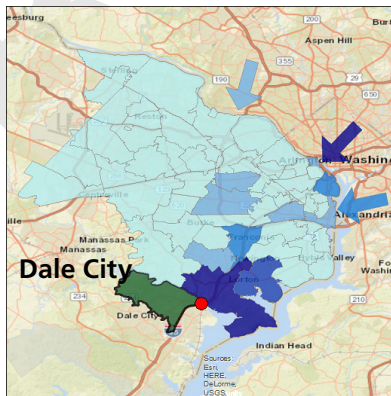
**Legend**

● Occoquan River



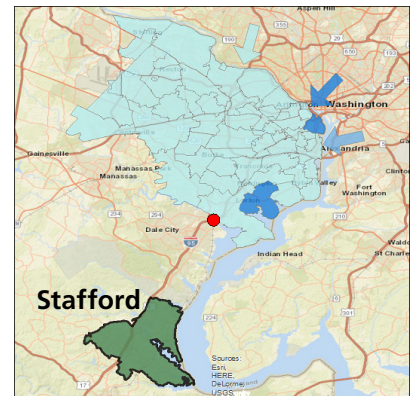
**Top 3 Origins to WOODBRIDGE**

1. Lorton
2. Southbound I-395 from DC
3. **Fort Belvoir**



**Top 3 Origins to DALE CITY**

1. Southbound I-395 from DC
2. **Fort Belvoir**
3. Lorton



**Top 3 Origins to STAFFORD**

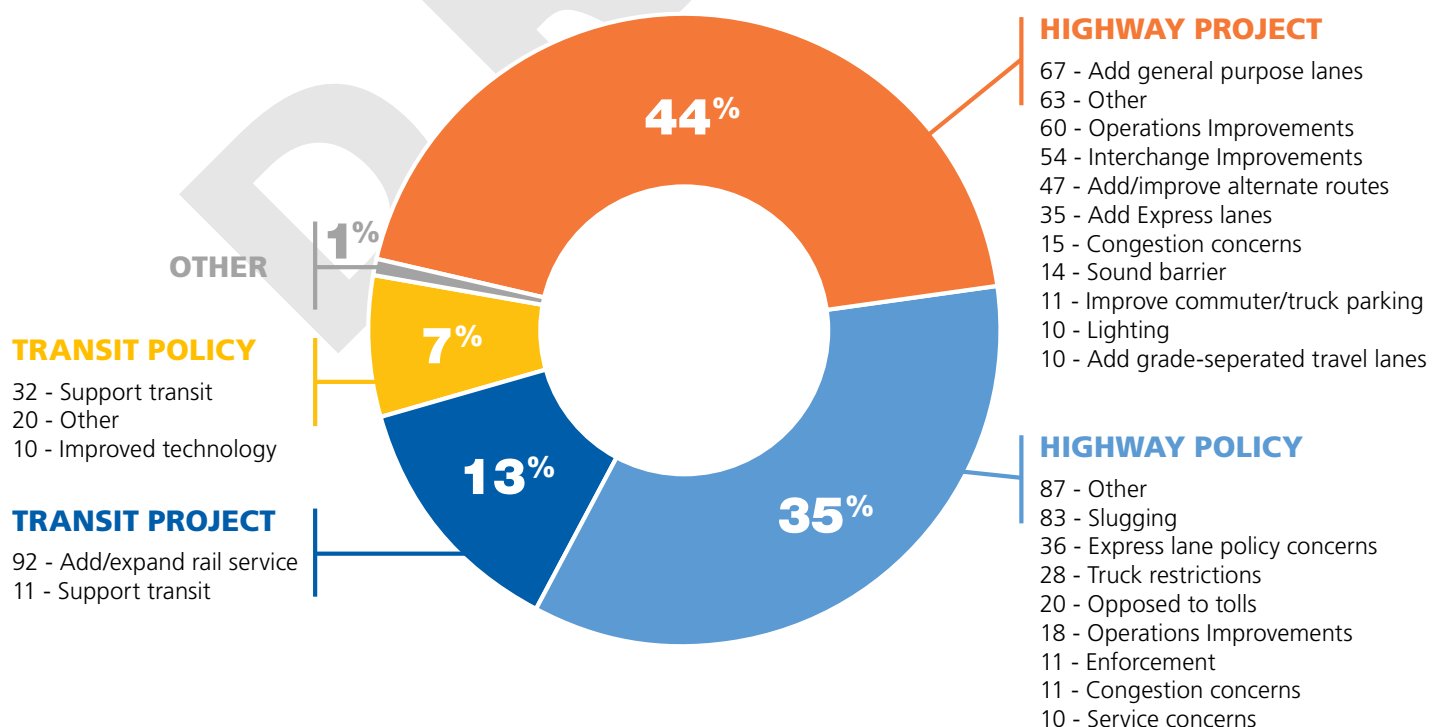
1. Arlington
2. Southbound I-395 from DC
3. **Fort Belvoir**

## Public Meetings

Public engagement was encouraged throughout the development of the I-95 Corridor Improvement Plan and served as a critical component of developing the Plan. The study team created a website ([www.va95corridor.org](http://www.va95corridor.org)) to provide information and to gather public input. In addition, an email address was established for receiving comments and a public phone number was made available. The study team also made presentations to local governments and organizations and held public meetings, where attendees were able to view maps of the corridor in their respective area; listen to a presentation about the plan and its progress; identify and validate problem areas; ask questions; and submit comments and suggestions. The display boards and presentations also were made available on the project website.

An online survey tool, MetroQuest, was used to obtain feedback from the public at the July and October meetings. Over 3,000 people provided input to the July MetroQuest survey. The respondents placed nearly 11,750 map markers, with over 75% related to congestion issues. The remainder related to safety, need for alternative routes, multimodal options, technology, and other issues. **Appendix B** contains summary information from the MetroQuest surveys. The study team used comments from this tool to inform the documentation, identification and verification of problem areas in the corridor and develop proposed improvements for consideration. The public was also given the opportunity to identify how they currently use the corridor and document the types of improvements on which they would spend available resources. The public submitted over 850 comments during the course of the study. Those comments are categorized and shown graphically in **Figure 8**.

**Figure 8 Public Comment Summary**



# Operations Improvements Plan

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The Plan outlines critical foundational elements for enhancements to operations on the corridor and innovative strategies to improve safety, reduce delay, and enhance customer experience. The operational improvements were identified on both mainline I-95 and on parallel arterials, such as US 1 and US 301.

Using the performance measures for locations within the top 25 percent for incident-related delay on I-95, the study team initially identified more than \$200 million in freeway operations and parallel facilities upgrades for the corridor. Using this list as a starting point, the team identified strategies with the greatest need which resulted in a targeted operational upgrade plan totaling \$60-\$68 million. See [Appendix C](#) for maps that show the location of operational improvements.

## Mainline Operations

### Foundational Operations Strategies

Foundational operations strategies are used to address the impacts of non-recurring congestion, such as vehicle crashes and weather events, and respond to those incidents as quickly as possible. These strategies are integral to the function of the freeway and are currently being used throughout Virginia. Foundational operations strategies are infrastructure improvements and/or incident response tools that include following types of improvements:

- ➔ Closed-circuit television (CCTV) cameras
- ➔ Changeable message signs (CMS)
- ➔ Safety service patrol (SSP)
- ➔ Towing programs
- ➔ Miscellaneous low-cost operations improvements

The study team used a combination of input from the VDOT District Regional Operations Directors (RODs); corridor characteristics; data analysis of traffic volumes and crashes; return on investment analysis; and coordination with other arterial and roadway improvements to determine proposed locations for the foundational strategies.

VDOT determined that CCTV coverage should be expanded to cover 100 percent of the corridor in urban areas, interchanges in rural areas, and locations with high incident rates in the rural areas. To date, the VDOT Regions have begun the preliminary engineering work to design and construct the CCTVs with some CCTVs starting to come online in early 2022. The Regions also identified five new mainline CMS and three replacement CMS to better communicate traffic conditions to the public.



SSP is currently in use along portions of corridor. The study team recommended that select routes be extended and new routes be added to cover existing gaps.

The Towing and Recovery Incentive Program (TRIP) pays incentives to heavy duty recovery companies to clear collisions in less than 90 minutes. The study team identified Greenville, Sussex, Caroline, Spotsylvania, and Stafford Counties as candidates for expanding TRIP. The study team also recommended that instant towing be expanded to the urban areas in the Richmond and Northern Virginia Districts and contract towing be implemented in select locations in Fredericksburg and Northern Virginia.

The study team identified additional low-cost improvements that include Public Safety Answering Point (PSAP) integration, deployment of fiber-optic cabling, and an update to the Active Traffic Management System (ATMS) software.

### Innovative Operations Strategies

While the foundational strategies mainly address non-recurring congestion, the innovative strategies address both recurring and non-recurring congestion. The following list includes proposed innovative operations strategies that could be implemented as well as strategies that are already moving forward on the I-95 corridor (those marked with an \* are already underway and being implemented).

- ➔ Ramp metering\*
- ➔ Variable speed limits (VSL)\*
- ➔ Geofenced emergency notifications
- ➔ Advanced technologies for work zone management
- ➔ Regional Multimodal Mobility Program (RM3P)\*

#### *Ramp Metering*

Ramp metering involves a signalized meter that regulates the flow of traffic entering a freeway according to current traffic conditions to ease traffic congestion. The study team identified 14 candidate on-ramp locations for ramp metering. Once these ramp metering improvements are implemented, it is recommended that they be operated together within an overall ATMS to be most effective.

#### *Variable Speed Limits (VSL)*

VSL is a system that modifies the speed displayed on changeable speed limit signs based on traffic conditions. The VSL system uses traffic detectors and advanced predictive algorithms to identify the ideal speed limit to improve traffic congestion and harmonize traffic flow. To date, a pilot location along the corridor south of Fredericksburg (from Exit 118 to Exit 130) has been identified, along with the preparation of a concept of operations for the system. Preliminary engineering for the pilot has been completed, and a contractor is building the system.

### *Geofenced Emergency Notification System*

The geofenced digital notification system is a tool that alerts drivers stuck in extended periods of congestion. When a large crash occurs and motorists become stranded, the geofenced digital notification system will send information to motorists' mobile phones directly through an alert system.

### *Advanced Technologies for Work Zone Management*

Advanced technologies for work zone management provide the Traffic Operations Center (TOC) the ability to actively manage and inform the public of work zones while also managing work zones along the corridor. The tools for work zone management include additional technology such as the Work Zone Builder application, SmartCone sensors, SmartVests, mobile work zone cameras, dedicated SSP, and mobile message signs.

The Work Zone Builder application should be deployed to the contractor community to facilitate the generation and management of higher resolution work zone data. SmartCones, SmartVests, and the Work Zone Builder application are currently under research in Virginia. Once these technologies are approved for implementation, the study team recommends that they be integrated in work zones throughout the I-95 corridor.

### *Regional Multimodal Mobility Program (RM3P)*

RM3P's mission is to leverage the collaborative use of real-time data to improve travel safety, reliability, and mobility, and to give the public the tools to make more informed travel choices. RM3P consists of five interrelated initiatives designed to reduce corridor congestion and improve multimodal transportation. The study team recommended an area-wide deployment of the following strategies:

- ➔ Data-exchange platform (DEP)
- ➔ AI-based decision support system (AI-DSS)
- ➔ Commuter parking information system (CPIS)
- ➔ Multi-Modal analytical planner (MMAP)
- ➔ Dynamic incentivization (DI)

The RM3P effort is currently in the planning stages, with the DEP likely to begin later in 2021. Implementation of the remaining areas will follow in 2022 and beyond.

### *Data-Exchange Platform (DEP)*

The DEP is a reliable, continuously updated, cloud-based data storage and exchange system. It will be used by regional partners and third-party providers to capture, process, and exchange information on real-time and historic multimodal travel conditions.

### *AI-Based Decision Support System (AI-DSS)*

The AI-DSS will help predict the impact of disruptions to the transportation network and provide coordinated response options to agencies. The automated tool for operators will use travel data to monitor emerging conditions and recommend plans for coordinated, multiagency responses to congestion, incidents, and events.

### *Commuter Parking Information System (CPIS)*

The CPIS will entail a real-time, app-based parking availability information system that provides reliable information about parking space availability at lots serving bus, vanpool, and carpool commuters.

### *Multi-Modal Analytical Planner (MMAP)*

The MMAP will be a collaboration tool for transportation service providers to pinpoint unmet needs in the transportation network. This highly interactive tool will enable mobility providers to study the impacts of “what-if” scenarios and better plan for travel demand by identifying underserved areas, especially during disruptive events.

### *Dynamic Incentivization (DI)*

DI will be a data-driven system offering the public incentives to modify their travel choices and behaviors in response to real-time travel conditions.

## **Arterial Operations**

During traffic incidents or periods of congestion on the I-95 corridor, motorists choose to use the parallel facilities of US 1 and US 301 to avoid delays. A major incident on the interstate can result in a road closure of the impacted interstate segments and lead to temporary routing of traffic onto these parallel facilities. Because of this, the parallel facilities of US 1 and US 301 were evaluated for improvements that could improve operations during significant traffic incidents or periods of congestion. Highest priority was given to improvements that support the capabilities to mitigate traffic during an incident and at locations where incident frequency is highest. More than 300 locations were studied, and 2,000 improvements identified. The study team worked with the Districts to refine the recommended improvements. See [Appendix D](#) for a summary listing of the improvements. Arterial improvements consisted of strategies to enhance operations along incident detour routes, including ATSPM, lane reconfigurations, signing and pavement marking, communications upgrades, advanced traffic signal controllers, CCTV cameras, and changeable signage.

**Table 1** summarizes the number of parallel facility improvements recommended for funding in each district.

**Table 1 Parallel Facility Improvement Implementation Summary**

Agency with Jurisdiction	Number of Improvement Locations			
	NOVA	Fredericksburg	Richmond	Total
VDOT	100	25	2	127
Locality	3	5	11	19
<b>TOTAL</b>	<b>103</b>	<b>30</b>	<b>13</b>	<b>146</b>

To date, the regions have made progress in implementing the proposed arterial improvements. The regions have performed initial scoping analysis and planning efforts to expedite the programming and deployment of the arterial improvements.

Figure 12 provides an example of a detour route and potential improvements identified at an intersection. In this example, installing a dynamic LED blank-out sign is expected to allow for greater capacity to process turning vehicles along the detour route, reduce queue spillback toward I-95 and improve efficiency of signal operations.

### Return on Investment (ROI)

ROI analyses were conducted for each of the operational improvement needs identified using safety, mobility, and environmental measures. Capital costs, as well as the 10-year operations and maintenance (O&M) costs, were calculated for each improvement and weighed against anticipated benefits.

The results of the analysis can be seen in the recommendations in Table 2 and Table 3. The implementation of operational upgrades to the I-95 corridor is in keeping with CTB desires to move forward with operational improvements that offer the highest ROI and fastest potential for implementation along interstate corridors in Virginia.

**Figure 12 Example Detour Route (I-95 Between Exit 150 And Exit 152)**



*\*Example detour route is provided for illustrative purposes only and elements of the route may change.*

**Table 2 Freeway Operations Improvements ROI**

Proposed Operational Improvement	Implementation Cost	O&M Cost (10 Years)	Benefit (10 Years)	ROI (10 Years)
CCTV Cameras	\$15.6M	\$4.6M	\$134.6M	7.0
Changeable Message Signs	\$3.2M	\$1.9M	\$18.6M	3.9
Safety Service Patrols	\$4.1M	\$27.0M	\$88.2M	2.9
TRIP Towing Program	\$2.2M	\$15.3M	\$84.5M	4.9
Towing Program	\$1.2M	\$9.8M	\$141.2M	12.9
Variable Speed Limits	\$15.2M	\$15.6M	\$117.5M	3.9
Ramp Metering	\$5.7M	\$2.1M	\$71.7M	9.7
Geofenced Emergency Notifications	\$0.2M	\$1.0M	\$1.4M	1.3
Advanced Work Zone Technology	\$1.0M	\$4.1M	\$19.2M	3.9
Regional Multimodal Mobility Project (RM3P)	\$5.4*	\$9.6M	\$28.2M	2.9
Misc. Low-Cost Operations Improvements	\$4.3M	\$14.2M	\$98.3M	5.4

\* Innovation and Technology Transportation Funds (ITTF) are allocated to cover implementation costs

**Table 3 Arterial Operations Improvements ROI**

Proposed Operational Improvement	Implementation Cost	O&M Cost (10 Years)	Benefit (10 Years)	ROI (10 Years)
CCTV Cameras - Arterials	\$3.2M–\$3.5M	\$0.9M	\$28.6M	7.0
ATSPM*	\$10.2M–\$11.2M	\$2.5M	\$65.1M	5.2
Blank-Out Signs	\$0.3–\$0.4M	\$0.7M	\$2.5M	8.1

\* Includes communications and/or controller upgrades to support the deployment of ATSPM

# Multimodal Improvements

## I-95: A Multimodal Corridor—Development of Multimodal Improvements

Through a cooperative process involving VDOT, DRPT, OIPI and regional transit providers rooted in existing planning efforts and public feedback, the study team defined and developed the specific multimodal improvements that will be included in the Plan. The process included the following steps to develop the final list of potential improvements:

1. Review existing plans and studies
2. Screen projects using subjective and objective evaluation factors
3. Conduct secondary screening with VDOT, DRPT, OIPI, and regional provider staff based on project focus areas
4. Conduct modified SMART SCALE project scoring
5. Refine and finalize list of potential improvements in coordination with the CTB.

### Multimodal Improvements

After the project screening process, a total of 10 multimodal projects have been proposed to be prioritized for funding for a total of \$59.5 million. These 10 projects represent the priorities out of the 130 total multimodal projects initially identified for consideration. The plan includes potential multimodal improvements as laid out in each of the areas below—commuter bus service and park-and-ride lots. The multimodal improvements are part of the suite of proposed improvements along I-95 including operational improvements on I-95, improvements on parallel facilities (such as US 1 and US 301), and capital projects on I-95. These multimodal improvements are complemented by existing transportation demand management (TDM) or commuter assistance programs (CAP) in the corridor such as multimodal ride matching, rewards for non-SOV travel, and strategic marketing and promotion of multimodal travel options and services, with emphasis on the most congested segments of I-95.

Type of Multimodal Improvement
<b>Commuter Bus:</b> Improvements such as new express bus routes from Stafford and Prince William Counties to destinations north of the Occoquan River.
<b>Park-and-Ride:</b> Improvements such as expansion of existing lots and construction of new lots.

### Commuter Bus

Today, commuter buses move about 3,000 people across the Occoquan River—a key corridor crossing—in the peak period. The provision of commuter bus service is an important part of the congestion solution along the I-95 corridor, especially in the Fredericksburg region, where until recently public commuter bus service had not been available (In 2019 the I-395 Commuter Choice program recommended funding commuter bus service between Stafford and Washington, DC, and Stafford and the Pentagon, both of which are now operational).





Previous studies conducted by DRPT and the Fredericksburg Area Metropolitan Planning Organization (FAMPO) have shown demand for and recommended commuter bus service originating in Spotsylvania and Stafford Counties to key destinations in Northern Virginia such as the Pentagon, Alexandria, and Rosslyn as well as Downtown Washington, DC. This study advances four new commuter routes that originate in Stafford County, Caroline County, Prince William County, and Fredericksburg, connecting to key employment destinations including the Pentagon, Rosslyn, Crystal City, Alexandria, and Downtown Washington, DC. These recommendations include service that is expected to carry more than 150 riders from Spotsylvania and Stafford to points north each morning. **Table 4** shows the existing and proposed commuter bus service in the I-95 corridor. Compared to other mobility options, the provision of commuter bus is relatively inexpensive and nimble to adjust based on changing travel patterns and needs.

**Table 4 Existing and Proposed Commuter Bus in the I-95 Corridor**

Origin		DESTINATION					
		Tysons (via I-495)	Mark Center	Old Town Alexandria (via I-95/I-495)	Pentagon/ Crystal City	Rosslyn/ Ballston	Washington DC
Fairfax County	Springfield	○	○		○		○
Ocoquan River							
Prince William County	Lake Ridge	○	○	●	○		○
	Dale City		○		○	○	○
	Montclair/ Dumfries				○		○
Stafford County	Aquia Harbor		●		●		●
	Stafford		●		●		○ ●
Fredericksburg	Fredericksburg				●		●
Spotsylvania	Massaponax				●	●	●

Commuter Bus Key	
Existing (Baseline) Service	○
Proposed New Service	●
Proposed Additional Service	○ ●

### Transforming Rail in Virginia Program

In the I-95 Corridor Improvement Plan Interim report, additional rail service options were evaluated including the potential addition of increased peak hour VRE service. During the refinement of the I-95 Corridor Improvement Plan, Governor Northam announced a landmark rail agreement between the commonwealth and CSXT, Amtrak, and VRE, known as the Transforming Rail in Virginia Program. While separate from the I-95 Corridor Improvement Plan, the program will provide considerable benefits to the I-95 corridor with infrastructure improvements that will enable doubled Amtrak round-trip service between Washington, DC and Richmond and expanded Virginia Railway Express (VRE) service with 15-minute intervals during peak periods and added night/weekend service, among other improvements across the commonwealth over the next several decades. Additionally, as part of the 2020 Virginia General Assembly, funding was also dedicated to improving



commuter rail service on the VRE Manassas Line, which parallels I-95 along its northern segments. These improvements will collectively address the rail needs originally identified as potential improvements in the Interim Report. More information can be found at the project website.<sup>7</sup>

## Park-and-Ride Lots

Park-and-ride lots are a common transportation feature along the I-95 corridor and include state-owned, privately-owned, and informal lots. Under the oversight of VDOT, these facilities allow commuters—particularly long-distance commuters—to park their vehicles at a convenient location and then finish their commute using alternative transportation modes including carpool, vanpool, bus, train, bike, or walking.

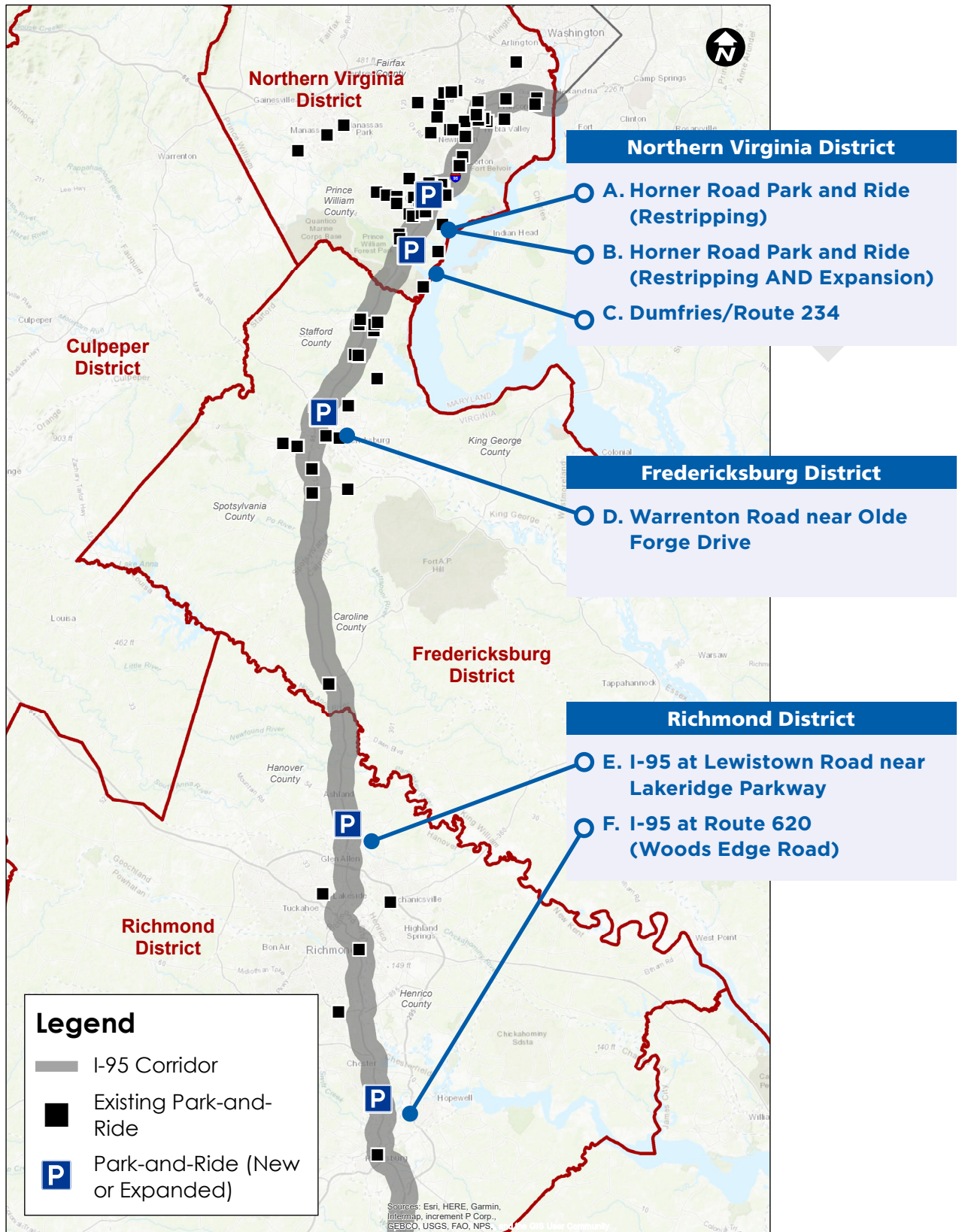
This Plan recommends enhancement, expansion, or new construction of six park-and-ride lots at key points along the I-95 corridor as shown on **Table 5** and in **Figure 9**. When combined, these recommendations would contribute more than 1,450 new parking spaces to the existing 18,000 spaces in the corridor—a seven percent increase. Many park-and-ride lots provide connections to existing and future commuter bus service, and all newly-constructed lots will be designed to accommodate and optimize carpool, vanpool, and slugging operations.

**Table 5 Proposed Park and Ride Improvements**

Map ID	Park-and-Ride Lot	Exit	Interchange	Description	Space Increase
<b>A</b>	Horner Road Park and Ride	158	Route 294 (Prince William Parkway)	Restriping of existing lot.	<b>80</b>
<b>B</b>	Horner Road Park and Ride	158	Route 294 (Prince William Parkway)	Restriping and expansion of existing lot.	<b>304</b>
<b>C</b>	Dumfries/Route 234	152	Route 234 (Dumfries Road)	Restriping of existing lot.	<b>65</b>
<b>D</b>	Warrenton Road near Olde Forge Drive	133	Route 17 (Warrenton Road)	New park and ride lot.	<b>537</b>
<b>E</b>	I-95 at Lewistown Road near Lakeridge Parkway	89	Route 802 (Lewistown Road)	New park and ride lot.	<b>241</b>
<b>F</b>	I-95 at Route 620 (Woods Edge Road);	58	Route 620 (Woods Edge Road)	New park and ride lot.	<b>224</b>
<b>Total</b>					<b>1,451</b>

<sup>7</sup> <https://transformingrailva.com/>

**Figure 9 Proposed Park-And-Ride Improvements**



## Leveraging Commuter Assistance Programs to Move More People

Building new and widening existing roads alone is not enough to meet Virginia's current and future transportation needs. Congestion was identified by the public survey as the most important issue to address. Modeling efforts completed as part of the study concluded that adding a general purpose lane to I-95 in both directions between Exit 118 and Exit 170 would only temporarily relieve congestion issues and cost \$12.5 billion. To effectively improve mobility, provide more travel options, move more people, and promote and sustain economic growth, there is a necessity to move more people with fewer vehicles by sharing rides and using high-capacity modes such as bus or rail. Commuter assistance programs are part of the solution to ensure people know about and are supported in using non-SOV modes of travel. Commuter assistance programs provide transportation choices, make Virginia's transportation more efficient, and help improve air quality. This is accomplished by moving more people in fewer vehicles, reducing vehicle miles traveled, reducing vehicle trips, and moving peak period trips to off-peak times.

Many statewide, regional, and local TDM initiatives are present today that cover the I-95 corridor. To maximize the effectiveness of capital and transit operational improvements as part of the Corridor Improvement Plan, DRPT, through its existing programs and coordination will continue to work with local and regional entities and further target the I-95 corridor with strategic marketing and promotion of travel options, including:

- ➔ Targeted marketing that is targeted to corridor travelers with an emphasis on the most congested segments of I-95
- ➔ Coordinated marketing messaging with local commuter assistance programs
- ➔ Targeted communication with employers with a high concentration of employees that commute on I-95
- ➔ Use of the Commute!VA website and mobile app for multimodal travel options and ridematching
- ➔ Options for carpool, vanpool, transit, rail, and telework
- ➔ Use of Commute!VA rewards for carpool, vanpool, transit, and commuter rail
- ➔ Incentives for existing carpool and vanpool as well as assistance forming new ones
- ➔ Use of the express lanes free with EZ-Pass Flex and a carpool/vanpool of 3+ (including driver)

## Corridor Costs and Potential Benefits

### Summary of Costs

The projects listed in the sections above are summarized in [Table 6](#). In total, there are 10 multimodal projects that total \$59.5 million.

**Table 6 Summary of Costs**

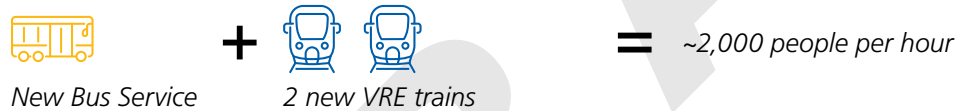
Type of Project	Number of Projects	Project Costs (2020) <sup>8</sup>
Commuter Bus	4	\$24,390,000
Park-and-Ride	6	\$35,110,000
<b>TOTAL</b>	<b>10</b>	<b>\$59,500,000</b>

**Benefits**

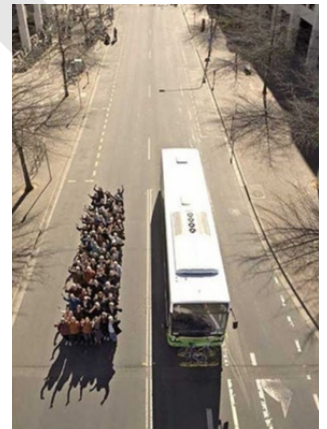
Today, more than 60 percent of commuters between the Occoquan River and I-495 are moved by modes other than driving alone. Targeted improvements to transit, rail, and carpooling offer the greatest opportunities to not only improve performance on I-95 itself, but to provide fast and reliable trips along more parts of the corridor to more people.

The suite of multimodal improvements included in this study plus the ongoing Transforming Rail in Virginia program offer unique opportunities to address peak period traffic conditions that can be implemented with far lower cost, a much greater ability to safely move people, and more flexibility to adapt to changing travel patterns and needs than that of a large-scale widening of I-95 as shown in **Figure 10**.

**Figure 10 People Moving Capacity**



The proposed multimodal improvements in the Northern Virginia and Fredericksburg Districts cost considerably less (\$59.5 million<sup>9</sup>) than building an additional lane of capacity (\$12.5 billion). These improvements, when bundled with the Transforming Rail Initiative, result in a total benefit with significant cost savings. As part of the previously-mentioned hypothetical analysis of adding a lane in each direction on I-95 between Exits 118 and 170, the proposed multimodal improvements were evaluated. The multimodal improvements are projected to increase the number of persons moved in the corridor by non-SOV modes. As a direct result of the projects, increases are projected in the number of people carpooling (including slugging), vanpooling, and taking commuter bus during the morning peak period (**Figure 11**) in the five northernmost portions of the corridor. Other increases



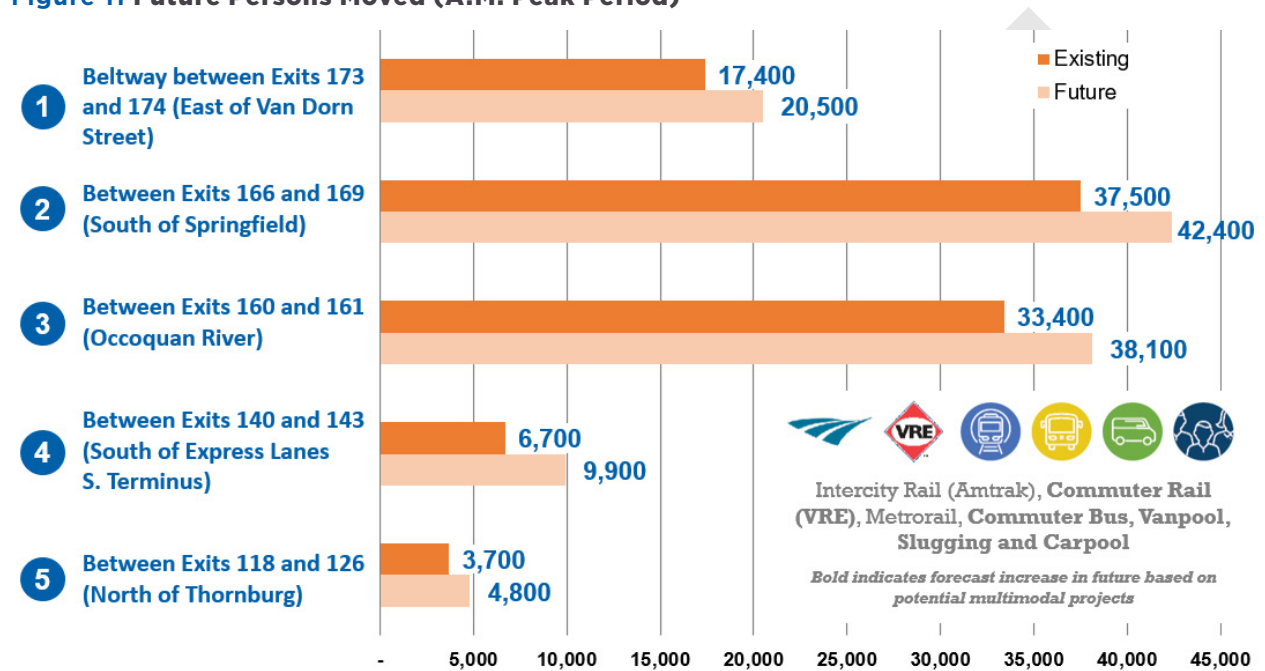
<sup>8</sup> Includes capital costs and operating costs in 2020 dollars.

<sup>9</sup> Only includes I-95 Corridor Improvement Plan projects (commuter bus and park and ride lots)



in other modes may be possible but were not forecasted as part of this effort. The commuter rail total includes an assumed future four additional trains per peak period on the VRE Fredericksburg Line, but does not include any additional assumed improvements to the VRE Manassas Line, which received funding in the General Assembly action. At the Occoquan River, a major bottleneck along the corridor, the study team projects an increase of approximately 4,700 multimodal persons moved during the morning peak period. Other increases throughout the corridor vary depending on location.

**Figure 11 Future Persons Moved (A.M. Peak Period)**



## Mainline Roadway Improvements Plan

The study team considered performance measures, supplementary data, existing roadway geometry, recently completed studies, and public input to develop potential capital improvements. The team also reviewed recently constructed projects and projects already funded in the Six-Year Improvement Program (SYIP) to determine how those projects may resolve issues in the corridor relating to the performance measures. The study team also examined recently constructed projects to determine how those projects may resolve issues in the corridor and whether crashes and delays in those areas may have been due to work zones.

The study team recommended the following types of capital improvements in the corridor based on the contributing factors (e.g. traffic volume, geometrics, and ramp spacing) for evaluation.

- ➔ **Auxiliary lanes:** An extra lane constructed to connect on- and off-ramps between closely spaced interchanges to reduce the impacts of traffic entering and exiting the interstate
- ➔ **Widening by one lane:** an extra lane constructed for multiple miles to increase the capacity of the interstate
- ➔ **Acceleration and deceleration lane extensions:** Longer lengths to accelerate when entering the interstate and decelerate when exiting the interstate
- ➔ **Hard Shoulder Running:** operating a managed lane on the existing shoulder during one or more peak periods
- ➔ **Interchange improvement:** A variety of improvements that improve safety and reduce delay at interchanges by modifying the existing interchange configuration

Table 7 shows the number of proposed mainline improvements by type and by district.

**Table 7 Proposed Mainline Roadway Improvements By Type By District**

Improvement Type	Hampton Roads	Richmond	Fredericksburg	Northern Virginia	Total
Auxiliary Lane	0	0	0	1	1
Widening by One Lane	0	0	2	0	2
Acceleration or Deceleration Lane Extension	2	6	2	2	12
Hard Shoulder Running*	0	0	0	1	1
Interchange Improvement	0	3	0	3	6
<b>Total</b>	2	9	5	7	22
<b>Projected Cost (Millions)</b>	<b>\$17.3</b>	<b>\$213.2</b>	<b>\$194.3</b>	<b>\$604.5</b>	<b>\$1,029.3</b>

\* The two hard shoulder running alternatives span parts of the Fredericksburg and Northern Virginia Districts but are included only in the Northern Virginia District numbers and cost projections.

## Improvements and Locations Requiring Further Study

The study team also identified several improvements with the potential to resolve issues in the corridor relating to the performance measures that had not been recommended in a previously-completed study. These improvements would not be advanced to project prioritization because there is insufficient information to evaluate the projects. [Appendix E](#) contains a list of individual improvements and locations identified by the study team that were recommended for further study.

## Available Funding

**Table 8** outlines the estimated distribution of IOEP funding for I-95 in the coming years.

**Table 8 Distribution of IOEP Funding For I-95 (In Millions)**

Description	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
I-95	\$13.2	\$25.8	\$25.8	\$27.0	\$28.4	\$26.9	\$194.2

In addition to those funds, additional IOEP funding is available to allocate to additional operations and capital projects as shown in [Table 9](#). These funds reflect remaining balance after commitments for operational improvements on I-95.

**Table 9 Additional Funding For Operations and Capital Projects For I-95 (In Millions)**

Description	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
I-95	\$0.0	\$12.6	\$13.2	\$19.4	\$28.2	\$26.9	\$119.8

Upon development of planning level cost estimates for recommended projects, the study team determined that the needs identified far exceeded available revenues. In addition, the needs do not account for planning level cost estimates associated with “improvements and or locations identified for further study.” As a result, there was a need to prioritize improvements in order to stay within the projected funding levels.



## Prioritization of Improvements

The prioritization process for I-95 followed the process outlined in the IOEP. The I-95 Corridor Improvement Plan identified the top 25 percent problem areas for congestion, safety, and reliability and the identified operational strategies, TDM strategies, and roadway capital improvements to address those issues in the corridor. All of these strategies improve reliability and safety of travel. The operational strategies were evaluated using an ROI methodology. The transportation demand management strategies and roadway capital improvements were evaluated using a SMART SCALE-like methodology using the following scoring weights:

- ➔ 40% for person hours of delay reduction
- ➔ 40% for reduction of fatal and severe injury crashes
- ➔ 20% for accessibility to jobs

These measures are a subset of those used in SMART SCALE and represent those measures that provide the greatest differentiation between segments and correlate with the IOEP goal defined in §33.2-372 of improving the safety, reliability, and travel flow along interstate corridors.

This scoring methodology resulted in the list of transportation demand management and capital projects recommended for funding as part of the I-95 Corridor Improvement Plan shown in [Table 10](#)<sup>10</sup>. According to the IOEP, available funding will be allocated to the projects based on the prioritization ranking, and scheduled according to constructability, risk, and the Board’s discretion. At this time, 10 projects are recommended for funding, as indicated. Additionally, projects labeled as tentative may be considered for funding at the Board's discretion should there be available remaining funding. Detailed improvement prioritization scoring results are included in [Appendix F](#).

**Table 10 I-95 Corridor Improvement Plan Scoring And FY 2020 Project Costs**

Mile Marker	Project Description	SMART SCALE Score	Project Cost	Recommended for Funding
<b>Exit 166</b>	Construct Flyover from I95 NB to Fairfax County Parkway NB	0.08	\$ 94,418,000	No
<b>Exit 163</b>	Extend Southbound Acceleration Lane	0.32	\$ 7,697,000	No
<b>Exit 163</b>	Extend Northbound Acceleration Lane	0.20	\$ 9,982,000	No
<b>Exit 160</b>	Southbound Interchange Improvements	1.45	\$ 76,000,000	Yes (IOEP)
<b>Exit 160A</b>	Northbound Interchange Improvements	0.53	\$ 28,900,000	No
<b>Exit 158 to Exit 160</b>	Construct Northbound Auxiliary Lane	0.51	\$ 40,785,000	No

<sup>10</sup> Costs for projects recommended or tentatively recommended for funding have been inflated to year of expenditure and have undergone a preliminary refinement based on a process similar to SMART SCALE. Costs for the remaining projects are planning level costs that were used for initial project prioritization.

Mile Marker	Project Description	SMART SCALE Score	Project Cost	Recommended for Funding
Exit 158	Park-And-Ride Lot Enhancement, Restriping, and Expansion	2.29	\$ 16,200,000	Yes
Exit 158	Park-and-Ride Lot Enhancement and Restriping	13.21	\$ 840,000	Yes
Exit 152	Park-and-Ride Lot Enhancement and Restriping	20.10	\$ 660,000	Yes
Exit 136	Extend Northbound Acceleration Lane	0.63	\$ 3,543,000	No
Exit 133	New Park-and-Ride Lot	3.66	\$ 14,900,000	Yes
Exit 133	Construct a Managed Lane (HSR) On Existing Left Shoulders	0.97	\$ 387,784,000	No
Exit 126	Widen Northbound to Four Lanes	0.38	\$ 87,723,000	No
Exit 126B	Extend Northbound Deceleration Lane	0.09	\$ 33,747,000	No
Exit 126	Widen Southbound to Four Lanes	0.17	\$ 69,261,000	No
Exit 89	New Park-And-Ride Lot	1.14	\$ 11,400,000	Tentative (IOEP)
Exit 81	Extend Northbound Deceleration Lane	0.02	\$ 29,624,000	No
Exit 76	Northbound PARCLO Interchange Improvements	0.79	\$ 50,000,000	No
Exits 74 and 75 NB	Consolidate Access Points and Replace With C-D System	0.76	\$ 70,000,000	No
Exit 73	Extend Northbound Deceleration Lane	0.21	\$ 2,497,000	No
Exit 62	Extend Northbound Acceleration Lane	0.76	\$ 3,504,000	No
Exit 61	Interchange Improvements and Park-and-Ride Lot Phase II	1.07	\$ 26,898,000	No
Exit 58	New Park-and-Ride Lot	3.72	\$ 7,100,000	Yes
Exit 53	Extend SB Acceleration Lane	2.44	\$ 4,500,000	Yes
Exit 51	Construct Flyover Ramp from I95 NB to I85 SB	0.15	\$ 30,754,000	No
Exit 50	Southbound Interchange Improvements	0.19	\$ 128,974,772	No
Exit 41	Extend Southbound Acceleration Lane	0.29	\$ 3,142,000	No
Exit 13	Extend Southbound Acceleration Lane	0.02	\$ 10,539,000	No
Exit 11	Extend Southbound Deceleration Lane	0.17	\$ 2,152,000	No
Exit 4	Extend Northbound Deceleration Lane	0.04	\$ 2,491,000	No







**Appendix C**

**Proposed Interstate Operations and Enhancement Program Projects  
Amended to the FY2022-2027 Six-Year Improvement Program**

<b>UPC</b>	<b>District</b>	<b>Route</b>	<b>Official Description</b>	<b>Fund Source</b>	<b>Total Cost</b>
TBD	Hampton Roads	64	I-64 Both - Route 972 (Tidewater to NNSB via HRBT)	64	\$898,598
TBD	Hampton Roads	64	I-64 Both - Newport News Route 106 (Newport News / Warwick Boulevard / Denbigh Fort Eustis)	64	\$4,033,729
TBD	Hampton Roads	64	I-64 Both - Newport News Route 107 (Newport News / Warwick Boulevard / Denbigh)	64	\$3,511,492
TBD	Hampton Roads	64	I-64 WB - Exit 284 - Extend acceleration lane	64	\$5,700,000
TBD	Hampton Roads	64	I-64 EB - Exit 256 - Extend acceleration lane	64	\$3,000,000
TBD	Hampton Roads	64	I-64 EB - Exit 284 - Extend acceleration lane	64	\$5,400,000
TBD	Hampton Roads	64	I-64 WB - Exit 282 - Extend acceleration lane	64	\$5,200,000
TBD	Richmond	64	I-64 Both - Broad Street – Short Pump Bus Service	64	\$3,744,635
TBD	Richmond	64	I-64 Both - Create a new express route (22x) from Short Pump to downtown	64	\$3,017,484
TBD	Richmond	64	I-64 Both - Hickory Haven - New PnR or Relocate	64	\$6,500,000
TBD	Richmond	64	I-64 Both - Increase bus frequency on Route 7 (Nine Mile) to 15 minutes	64	\$7,816,397
TBD	Richmond	64	I-64 WB - Exit 181 - Improve Interchange Configuration	64	\$12,000,000
TBD	Richmond	64	I-64 Both - Bottom's Bridge - Expand PnR or Relocate	64	\$3,100,000
-25993	Staunton	64	I-64 EB - NB I-81 Exit 221 to EB I-64 - Install high-friction surface pavement	64	\$600,000
-25995	Staunton	64	I-64 EB - MM 23 - Install flashing chevrons	64	\$120,000
-25996	Staunton	64	I-64 WB - Exit 87 - I-64 WB to I-81 SB Ramp - Install high-friction surface pavement	64	\$480,000
-25997	Staunton	64	I-64 WB - MM 19 to MM 21 - Install high-friction surface pavement	64	\$2,300,000
-26005	Fredericksburg	95	I-95 Both - Exit 133 - New Park-And-Ride Lot	95	\$21,200,000
-25999	Fredericksburg/Northern Virginia	395	I-395 Both - Exit 140 - West Stafford County to Capitol Hill (Route 4)	95	\$4,456,941
-26000	Fredericksburg/Northern Virginia	395	I-395 Both - Exit 126 to Exit 10 - North Caroline County to DC Core (Route 1)	95	\$6,934,144
-26001	Fredericksburg/Northern Virginia	395	I-395 Both - Exit 133 to Exit 9 - Fredericksburg to the Pentagon and Crystal City	95	\$9,155,000
TBD	Northern Virginia	95	I-95 Both - Exit 152 - Park-And-Ride Lot Enhancement and Restriping	95	\$660,000
TBD	Northern Virginia	95	I-95 Both - Exit 158 - Park-And-Ride Lot Enhancement and Restriping	95	\$840,000
TBD	Northern Virginia	95	I-95 Both - Exit 158 - Park-And-Ride Lot Enhancement, Restriping, and Expansion	95	\$16,200,000
TBD	Northern Virginia	95	I-95 Both - Exit 160 to Exit 177 - Central Prince William County to Downtown Alexandria	95	\$6,169,000
TBD	Richmond	95	I-95 Both - Exit 58 - New Park-And-Ride Lot	95	\$7,100,000
TBD	Richmond	95	I-95 SB - Exit 53 - Extend Acceleration Lane	95	\$4,500,000
TBD	Bristol	77	CCTV Cameras	Other	\$370,000
TBD	Bristol	77	Towing Programs - TRIP	Other	\$150,000
TBD	Bristol	77	Portable CMS	Other	\$210,000
TBD	Bristol	77	PSAP Integrations (3)	Other	\$270,000
TBD	Bristol	77	SSP Automated Hazard Alerts	Other	\$23,000
TBD	Culpeper	66	I-66 WB - MM 22.5 to MM 22.0 - Install Sequential Dynamic LED Chevrons	Other	\$700,000
TBD	Culpeper	66	I-66 WB - Exit 31 - Extend Deceleration Lane and Install Warning Signs	Other	\$1,100,000
TBD	Northern Virginia	66	CCTV Cameras	Other	\$185,000
TBD	Northern Virginia	66	PSAP Integration (1)	Other	\$90,000
TBD	Northern Virginia	66	CMS	Other	\$350,000
TBD	Northern Virginia	495	I-495 NB - Express Lanes Extension (NEXT)	Other	\$57,600,000
TBD	Richmond	85	CCTV Cameras	Other	\$925,000
TBD	Richmond	85	CMS	Other	\$350,000
TBD	Richmond	85	SSP Route	Other	\$360,000
TBD	Richmond	85	Signs and Markings US 1	Other	\$250,000

**Appendix C**

**Proposed Interstate Operations and Enhancement Program Projects  
Amended to the FY2022-2027 Six-Year Improvement Program**

<b>UPC</b>	<b>District</b>	<b>Route</b>	<b>Official Description</b>	<b>Fund Source</b>	<b>Total Cost</b>
TBD	Richmond	85	PSAP Integrations (3)	Other	\$270,000
TBD	Richmond	85	Portable CMS	Other	\$140,000
TBD	Richmond	295	CCTV Cameras	Other	\$1,480,000
TBD	Richmond	295	CMS	Other	\$1,750,000
TBD	Richmond	295	SSP Route	Other	\$360,000
TBD	Richmond	295	High Wind Warning	Other	\$200,000
-25994	Staunton	66	I-66 WB - MM 13 to MM 10 - Install Sequential Dynamic LED Chevrons	Other	\$970,000
TBD	Hampton Roads	64	I-64 Both - Exit 291/ I-464 Interchange - Improve Interchange Configuration (Alternative 4A)	Other/I-64	\$140,000,000
TBD	Hampton Roads	64	I-64 EB - Exit 278 - Extend acceleration lane	Other/I-64	\$5,100,000
TBD	Northern Virginia	95	I-95 SB - Exit 160 - Interchange Improvements	Other/I-95	\$76,000,000
<b>Total</b>					<b>\$433,840,420</b>



# 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 #18*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 15, 2021

#### MOTION

Made By:   Seconded By:   Action:

Title: Limited Access Control Change  
Route 17 (Mills Drive)  
Spotsylvania County

**WHEREAS**, Route 17 (Mills Drive) was designated as a limited access highway by the State Highway Commission, predecessor to Commonwealth Transportation Board (CTB), on August 17, 1967, in accordance with then Article 3, Chapter 1, Title 33 of the 1950 *Code of Virginia*; and

**WHEREAS**, in connection with State Highway Project 6017-088-101, RW-201, the Commonwealth acquired certain limited access control easements from Otis S. Eubank by Deed dated May 10, 1968, recorded in Deed Book 239, Page 409, in the Office of the Clerk of Circuit Court of the County of Spotsylvania; and

**WHEREAS**, Net Lease Development has requested a break in limited access control along Route 17 (Mills Drive) to construct a commercial entrance to serve as direct access to and from a planned convenience store and gas station, 7-Eleven, onto the existing limited access right of way of Route 17 (Mills Drive), approximately 300 feet west of the Route 17 (Mills Drive) and Route 2 (Tidewater Trail) intersection, which will require the installation of a raised concrete median along Route 17 (Mills Drive) in front of the proposed entrance to prohibit left-turn movements entering and exiting the site and the construction of a right turn lane consisting of 150 feet of storage and a 100 foot taper to accommodate vehicles accessing the site via westbound Route 17 (Mills Drive); and

**WHEREAS**, the requested break in limited access control is approximately 60 feet in length along the proposed limited access control line of the westbound lane of Route 17 (Mills Drive), approximately between stations 327+65 (Route 17 westbound lane centerline) and 328+25 (Route 17 westbound lane centerline), and is shown on Attachment A and on Sheet 12 of the plans for State Highway Project 6017-088-101, RW-201; and

**WHEREAS**, the County of Spotsylvania, by Resolution No. 2021-3 dated January 12, 2021, endorses the limited access control change (LACC); and

**WHEREAS**, Virginia Department of Transportation's (VDOT's) Chief Engineer has determined that the proposed break in the limited access control of Route 17 will not have an adverse impact on the safety or operation of the Route 17 (Mills Drive); and

**WHEREAS**, VDOT's Fredericksburg District Office has reviewed and approved the global traffic analysis, dated November, 2020, prepared by Kimley-Horn and Associates, Inc., and found that it adequately addresses the impacts from the proposed break in limited access control; and

**WHEREAS**, VDOT's Fredericksburg District Office has reviewed the environmental impact analysis and determined that the location of the proposed LACC is not within a nonattainment area for air quality and that there will be no adverse environmental impacts; and

**WHEREAS**, public notices of willingness to hold a public hearing and to receive public comment were posted in the *Free Lance Star* newspaper on April 24, 2021, May 2, 2021, and May 6, 2021, with no request for a public hearing received; and

**WHEREAS**, the requestor will be required to construct a raised concrete median along Route 17 (Mills Drive) in front of the proposed entrance to prohibit left-turn movements entering and exiting the site and the construction of a right turn lane consisting of 150 feet of storage and a 100 foot taper to accommodate vehicles accessing the site via westbound Route 17 (Mills Drive); and

**WHEREAS**, compensation shall be paid by the requestor in consideration of the LACC and the related easements to be conveyed, as determined by the Commissioner of Highways or his designee; and

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

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



Resolution of the Board  
Limited Access Control Changes  
Route 17 (Mills Drive)  
Spotsylvania County  
September 15, 2021  
Page 3 of 3

**WHEREAS**, the requestor will be required to obtain a land use permit prior to any activity within the Route 17 (Mills Drive) limited access right of way; and

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

**WHEREAS**, VDOT recommends approval of the LACC as shown on the attached exhibits.

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with § 33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, subject to the above referenced conditions.

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

#####

**CTB Decision Brief  
Route 17 (Mills Drive)  
Spotsylvania County  
Limited Access Control Change**

**Issue:** Net Lease Development has requested a break in limited access control along Route 17 (Mills Drive) to construct a commercial entrance to serve as direct access to and from a planned convenience store and gas station, 7-Eleven, onto the existing limited access right of way of Route 17 (Mills Drive), approximately 300 feet south of the Route 17 (Mills Drive) and Route 2 (Tidewater Trail) intersection, requiring the installation of the raised concrete median along Route 17 (Mills Drive) in front of the proposed entrance to prohibit left-turn movements entering and exiting the site, and the construction of a right turn lane consisting of 150 feet of storage and a 100 foot taper to accommodate vehicles accessing the site via westbound Route 17 (Mills Drive). This limited access control change requires approval of the Commonwealth Transportation Board (CTB) pursuant to § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-20 of the *Virginia Administrative Code*

**Facts:**

- Route 17 (Mills Drive) in Spotsylvania County was designated as a limited access highway by the State Highway Commission, predecessor to Commonwealth Transportation Board (CTB), on August 17, 1967.
- In connection with State Highway Project 6017-088-101, RW-201 the Commonwealth acquired certain limited access control easements from Otis S. Eubank by Deed dated May 10, 1968, recorded in Deed Book 239, Page 409, in the Office of the Clerk of Circuit Court of the County of Spotsylvania.
- The requested break in the limited access control is 60 feet in length, along the proposed limited access control line of the westbound lane of Route 17 (Mills Drive), approximately between Stations 327+65 (Route 17 westbound lane centerline) and 328+25 (Route 17 westbound lane centerline).
- This limited access control change is not covered by the General Rules and Regulations of the CTB (24 VAC § 30-21 *et seq.*), or by the Land Use Permit Regulations, (24 VAC § 30-151 *et seq.*), thus requiring action by the CTB.
- The written determination of the Chief Engineer finding that the proposed break in the limited access control of Route 17 will not have an adverse impact on the safety or operation of the Route 17 (Mills Drive) is attached for your consideration.
- The County of Spotsylvania, by Resolution No. 2021-3 dated January 12, 2021, supports the limited access control change (LACC).
- VDOT's Fredericksburg District Office has reviewed and approved the Global Traffic Analysis Technical Memorandum, dated November 2020, prepared by Kimley-Horn and Associates, Inc., and found that it adequately addresses the impacts from the proposed break in limited access control.

- VDOT's Fredericksburg District Office has reviewed the environmental impact analysis and determined that the location of the proposed LACC is not within a non-attainment area for air quality and that there will be no adverse environmental impacts.
- Public notices of willingness to hold a public hearings were posted in the *Free Lance Star* newspaper on April 24, 2021, May 2, 2021, and May 6, 2021, with two comments received. but no requests for a public hearing.
- Compensation shall be paid by the requestor in consideration of the LACC, as determined by the Commissioner of Highways or his designee.
- All right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements.
- All costs of any engineering, construction or safety improvements will be borne by the requestor.

**Recommendation:** VDOT recommends the approval of the proposed LACC subject to the referenced conditions and facts. VDOT further recommends that the Commissioner be authorized to take all actions and execute all documentation necessary to implement the LACC.

**Action Required by CTB:** Virginia Code § 33.2-401 requires a majority vote of the CTB approving the recommended LACC. The CTB will be presented with a resolution for a formal vote.

**Result, if Approved:** The project will move forward as proposed and the Commissioner of Highways will be authorized to take all actions necessary to comply with this resolution.

**Options:** Approve, Deny, or Defer.

**Public Comments/Reactions:** Two questions or comments were received, neither of noted any preference for or against the project. The questions or comments were answered/resolved by District staff.

# County of Spotsylvania

Founded 1721



*Board of Supervisors*  
DEBORAH H. FRAZIER  
BARRY K. JETT  
KEVIN W. MARSHALL  
TIMOTHY J. MCLAUGHLIN  
DAVID ROSS  
GARY F. SKINNER  
CHRIS YAKABOUSKI

*County Administrator*  
ED PETROVITCH  
*Deputy County Administrator*  
MARK L. COLE  
P.O BOX 99, SPOTSYLVANIA, VA 22553  
Voice: (540) 507-7010  
Fax: (540) 507-7019

*Service, Integrity, Pride*

At a meeting of the Spotsylvania County Board of Supervisors held on January 12, 2021, on a motion by Supervisor Skinner and passed unanimously, the Board adopted the following resolution:

## **RESOLUTION NO. 2021-3**

### **A RESOLUTION ENDORSING NET LEASE DEVELOPMENT LIMITED ACCESS WAIVER; TIDEWATER TRAIL AND MILLS DRIVE**

WHEREAS, pursuant to Virginia Department of Transportation (VDOT) Regulation 24 VAC 30-401-10, et al., Net Lease Development (Net Lease) has applied for a change of limited access control along U.S. Route 17 (i.e., Mills Drive) and an Access Management Exception (AM-E) along BUS-U.S. Route 17/State Route 2 (Tidewater Trail) for the purposes of developing a 7-Eleven convenience store with fuel services in the northwest quadrant of the Tidewater Trail at Mills Drive intersection (Project);

WHEREAS, Net Lease Development has prepared a conceptual site plan for the site access driveway locations, overarching access restrictions, and off-site improvements to efficiently and safely accommodate future traffic demand, and to the extent reasonably possible meet VDOT Access Management Policy standards; and

WHEREAS, to accommodate the proposed site access driveway along the north side of U.S. Route 17 (Mills Drive) a request for a break in the limited access boundary must be approved by the Commonwealth Transportation Board (CTB) in order for VDOT to allow/permit the construction of the site access driveway improvements; and

WHEREAS, to accommodate the proposed site access driveway along the west side of BUS U.S. Route 17/State Route 2 (Tidewater Trail) an Access Management-Exception must be approved by the VDOT Fredericksburg District Land Use Engineer and VDOT Fredericksburg District Administrator in order allow/permit the construction of the site access driveway improvements; and

WHEREAS, Net Lease has requested the Board's support for the Project, the requested break in the limited access boundary along Mills Drive, and the access management exception along Tidewater Trail; and

WHEREAS, the Spotsylvania County planning and transportation staff have reviewed the Project details and concur with the proposed requests.

NOW, THEREFORE, BE IT RESOLVED, the Spotsylvania County Board of Supervisors endorses the Project, supports the request for the limited access control change along Mills Drive, and the access management exception along Tidewater Trail as submitted by Net Lease.

BE IT FURTHER RESOLVED that a certified copy of this resolution be forwarded to the Virginia Department of Transportation for inclusion with Net Lease's request for limited access control change application, and access management exception application.

Adopted this 12<sup>th</sup> day of January, 2021.

(SEAL)

A COPY TESTE:



\_\_\_\_\_  
Aimee R. Mann  
Deputy Clerk to the Board of Supervisors

**MINUTES  
OF  
MEETING OF STATE HIGHWAY COMMISSION  
RICHMOND, VIRGINIA  
AUGUST 17, 1967**

The monthly meeting of the State Highway Commission was held at the Central Highway Office Building in Richmond, Virginia on August 17, 1967, at 10:00 A.M. The Chairman, Douglas B. Fugate, presided.

Present: Messrs. Baughan, Chilton, Fitzpatrick, Holland, Landrith, McWane, Solater, and Weaver.

On motion of Mr. Solater, seconded by Mr. McWane, minutes of the meeting of July 20, 1967, were approved.

Motion was made by Mr. Solater, seconded by Mr. McWane, that permits issued from July 20, 1967, to August 16, 1967, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Solater, seconded by Mr. McWane, cancellation of permits from July 20, 1967, to August 16, 1967, inclusive, as shown by records of the Department, was approved.

Moved by Mr. Landrith, seconded by Mr. Chilton,  
that,

the section of proposed U. S. Route 460 in Appomattox and Prince Edward Counties, by passing the town of Pamplin City, Virginia, beginning at a point on existing U. S. Route 460 northwest of Pamplin City, said point being shown on the plans for State Project 0460-006-107-RW-202 and extending in a southeasterly direction 2.439 miles to a point on existing U. S. Route 460 northeast of Pamplin City, said point being shown on the plans for State Project 0460-073-104-RW-201, including any necessary relocations, interchanges, ramps, connections, etc., as shown on the plans be designated as a limited access highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia as amended.

At-grade, points of access are to be permitted at the following locations:  
Point 1, Connection to existing U. S. Route 460 and connection to State Route 601.  
Point 2, Connection to State Route 600.  
Point 3, Connection to existing U. S. Route 460.

These points are to be made a part of the right of way transaction and record.

MOTION CARRIED.

Moved by Mr. Landrith, seconded by Mr. Chilton,  
that,

the proposed relocation of U. S. Route 17 south of Fredericksburg, in Spotsylvania County, as shown on the plans for State Project 6017-088-101-RW-201, beginning at the intersection of U. S. Route 1 and extending in an easterly direction to a point approximately 0.086 miles east of the intersection of State Route 2, including any necessary relocations, interchanges, ramps, connections, etc., as shown on the plans be designated as a limited access highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia as amended.

At-grade, points of access are to be permitted at the following locations:

Point 1, Relocation of State Route 635  
Point 2, Relocation of State Route 608  
Point 3, State Route 609  
Point 4, State Route 2

These points are to be made a part of the right of way transaction and record.

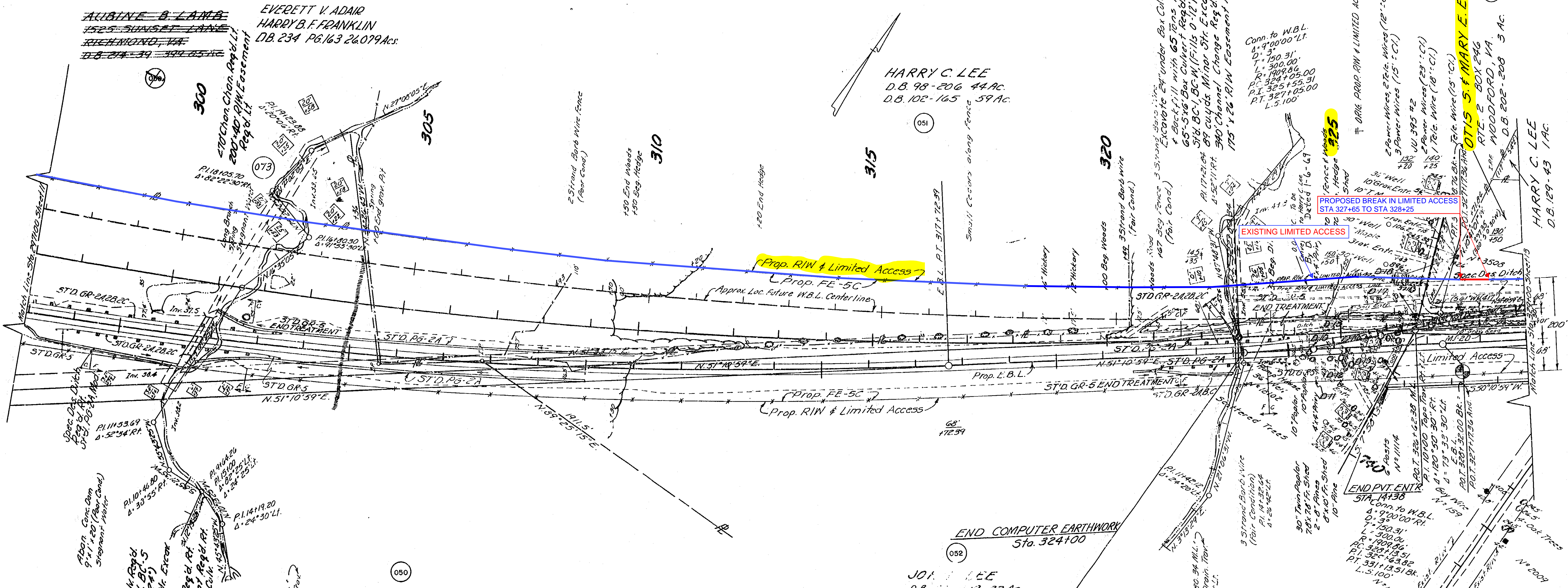
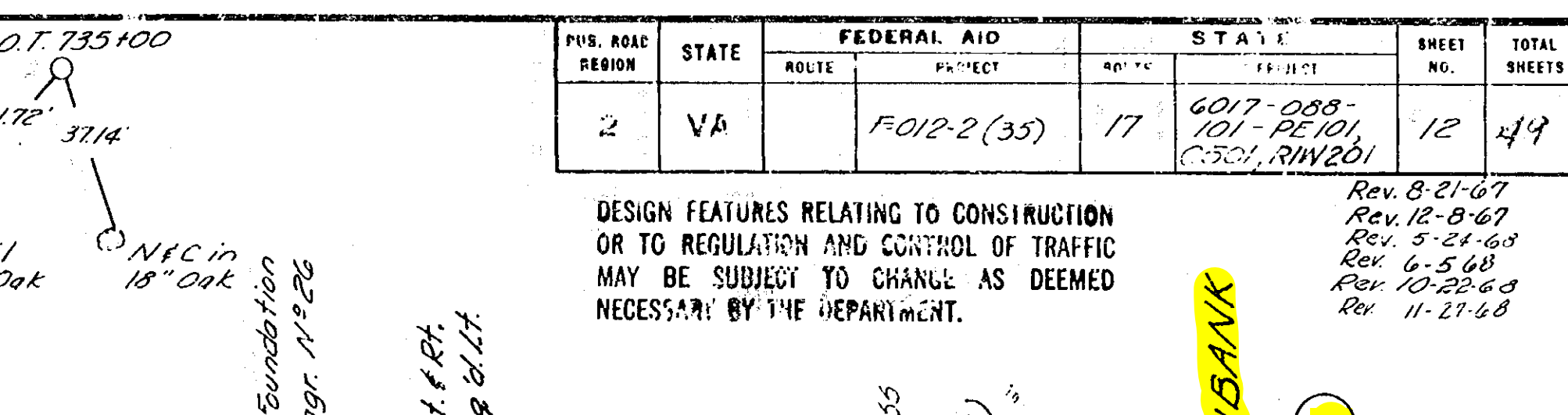
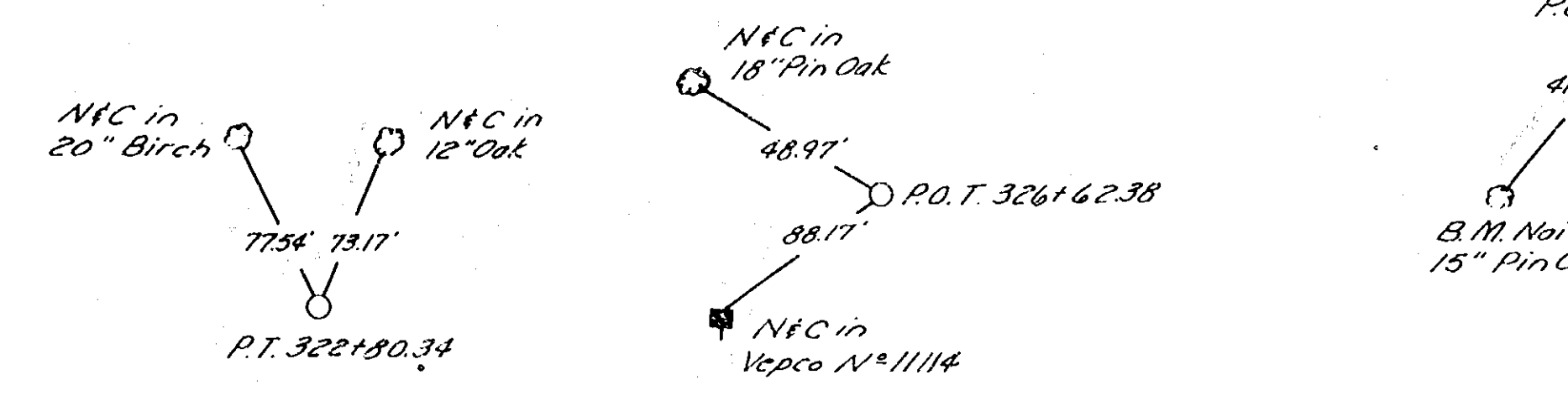
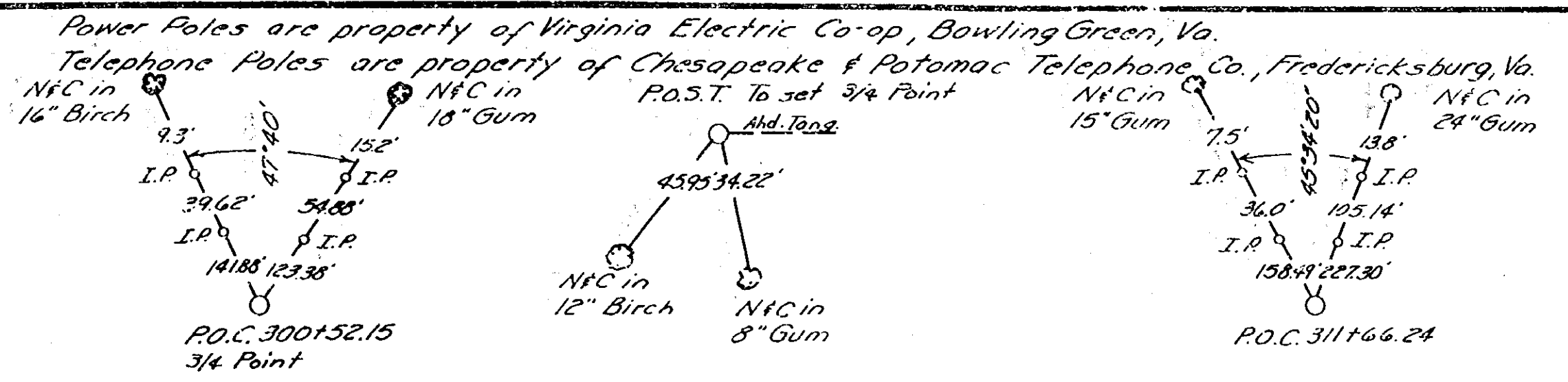
MOTION CARRIED.



FED. ROAD REGION	STATE	FEDERAL AID		STA 1 E	SHEET NO.	TOTAL SHEETS
		ROUTE	PERCENT			
2	VA	FOI-2 (35)	17	6017-088-011-PE101 (5.50) R/W201	12	49

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

Rev. 8-21-67  
 Rev. 12-8-67  
 Rev. 5-21-68  
 Rev. 6-5-68  
 Rev. 10-22-68  
 Rev. 11-27-68



**GUARD RAIL REQ'D. ST'D. GR-2A2B2C, W=4.1-15'**

Sta. to	Sta.	Side	Lin. Ft.	Shts.
298+00	303+12.50	Lt.	512.5	1
299+00	303+12.50	Rt.	412.5	2
322+37.50	324+62.50	Rt.	225	2
322+37.50	324+62.50	Lt.	225	2
		Totals	1,375	7

**CHANNEL CHANGE REQ'D.**

Sta.	Side	Width	Length	Cu. Yds.
301+50	Rt.	20'	95'	568
301+95	Lt.	20'	470'	1,250
323+90	Lt.	5'	340'	874
		Total	*	2,692

**PAVED GUTTER, ST'D. PG-2A REQ'D.**

Sta. to	Sta.	Side	Depth	Sq. Yds.
297+96	298+45	Rt.	Type 2, 8"	21.32
302+08	302+67	Lt.	Type 2, 10"	19.65
301+75	302+67	Rt.	Type 2, 10"	30.64
302+67	304+00	Lt.	Type 2, 10"	71.42
302+67	307+00	Rt.	Type 2, 8"	188.36
304+00	307+00	Lt.	Type 2, 6"	217.50
307+00	310+00	Rt.	Type 2, 6"	94.50
309+00	311+00	Lt.	Type 2, 6"	63.00
321+64	322+39	Lt.	Type 2, 8"	32.63
321+64	322+39	Rt.	Type 2, 8"	32.63
322+39	323+30	Lt.	Type 2, 10"	46.95
322+39	323+30	Rt.	Type 2, 10"	46.95
		Total		865.53

**SPEC. DES. DITCH WITH ST'D. PG-2A MOD.**

Sta. to	Sta.	Side	Length	Cu. Yds.	Sq. Yds.
298+45	301+50	Rt.	305'	39.3	216.89
		Total		* 39.3	216.89

**BEG. CROSS SECTIONS**  
 Sta. 324+00

**SPEC. DES. DITCH REQ'D. LT.**

Sta. to	Sta.	Side	Length	Cu. Yds.
323+90	324+00	Lt.	510'	4,612
		Total	*	4,612

Not to be used for fills  
 See "x" sections for grades  
 SCALE 1"=100'  
 Denotes approximate limits of grading

5  
4  
0  
9  
9  
5  
8  
A





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

1401 East Broad Street  
Richmond, Virginia 23219

**Stephen C. Brich, P.E.**  
Commissioner

September 1, 2021

### MEMORANDUM

**To:** **Barton A. Thrasher, P.E.**  
**Chief Engineer**

**From:** **Lori A. Snider**  
**State Right of Way and Utilities Director** *lls*

**RE:** **Limited Access Control Change Request**  
**Route 17 (Mills Drive), Spotsylvania County**

The above referenced limited access control change request and supplemental documents are attached for your review. The requestor seeks a break in the limited access control along Route 17 (Mills Drive) for the construction of a right in and right out commercial entrance to serve as direct access to and from their convenience store and gas station, 7-Eleven, onto the proposed limited access right of way for Route 17 (Mills Drive). As a part of the project, a raised concrete median will be installed along Route 17 (Mills Drive), in front of the proposed entrance, to prohibit left-turn movements entering or exiting the site and construction of a right-turn lane consisting of 150 ft of storage and a 100 ft taper to accommodate vehicles accessing the site.

I concur with the District's recommendations and have approved the disposal of the associated limited access easement subject to the approval of the LACC by the CTB.

Please let me know if you have any questions. Thank you.



# COMMONWEALTH of VIRGINIA

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

Stephen C. Brich, P.E.  
COMMISSIONER

September 1, 2021

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

Subject: Approval of Limited Access Control Change (LACC) for Route 17 (Mills Drive)

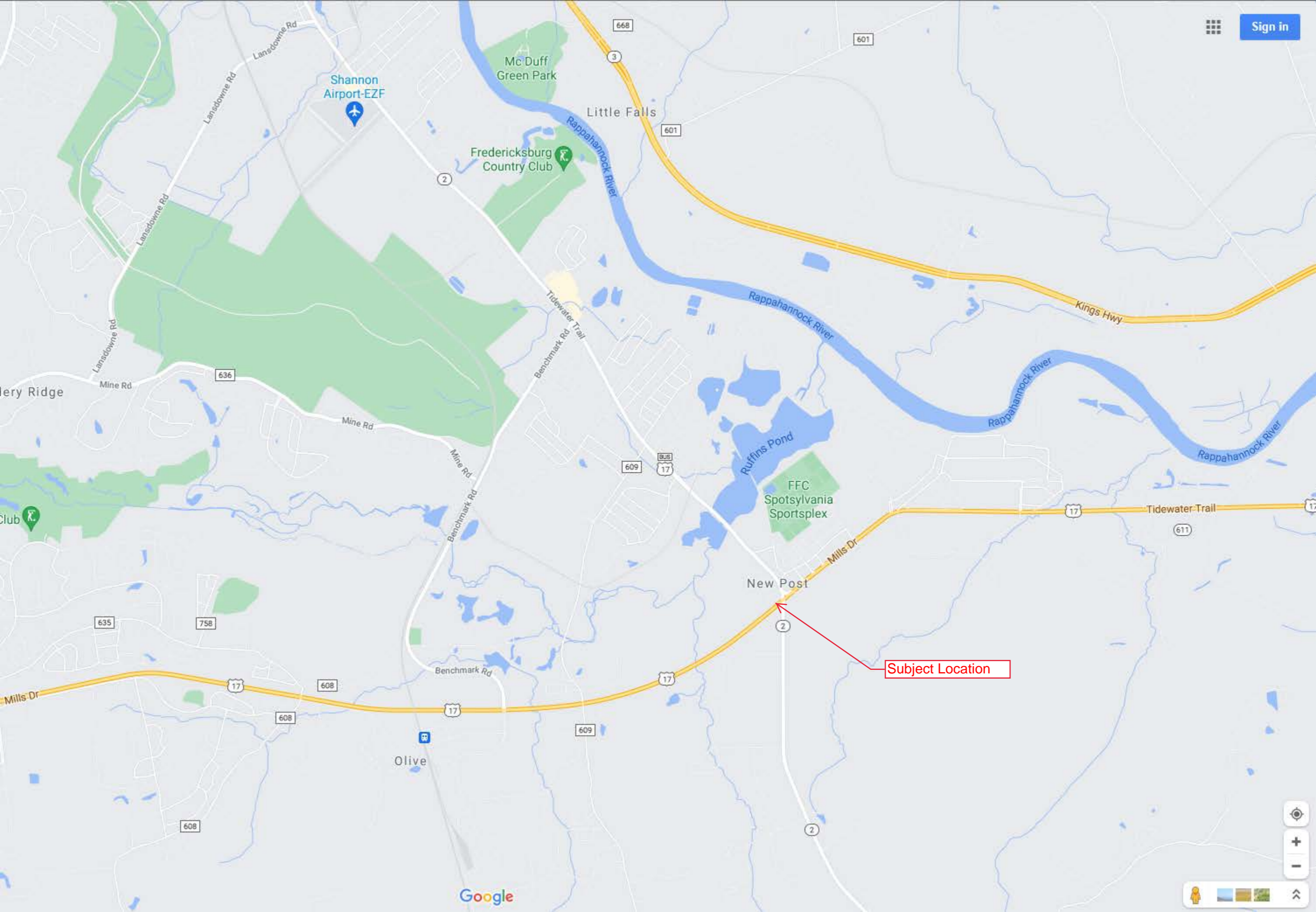
Dear Commonwealth Transportation Board Members:

The Department has received a request for your consideration from Net Lease Development for a break in the limited access control along Route 17 (Mills Drive), for the construction of a right in and right out commercial entrance, to serve as direct access to and from their convenience store and gas station, 7-Eleven, approximately 300 feet south of the Route 17 (Mills Drive) and Route 2 (Tidewater Trail) intersection, onto the proposed limited access right of way for Route 17 (Mills Drive), requiring the installation of a raised concrete median along Route 17 (Mills Drive) in front of the proposed entrance to prohibit left-turn movements entering and exiting the site and the construction of a right turn lane to accommodate vehicles accessing the site via westbound Route 17 (Mills Drive). The Department's staff has determined there will be minimal impact on the operation to Route 17 (Mills Drive) and that the proposed LACC is appropriate from a design, safety and traffic control standpoint.

The request meets the engineering criteria and guidelines set forth in Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code. I have reviewed the Staff's recommendations, and determined that approving the limited access control change 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.

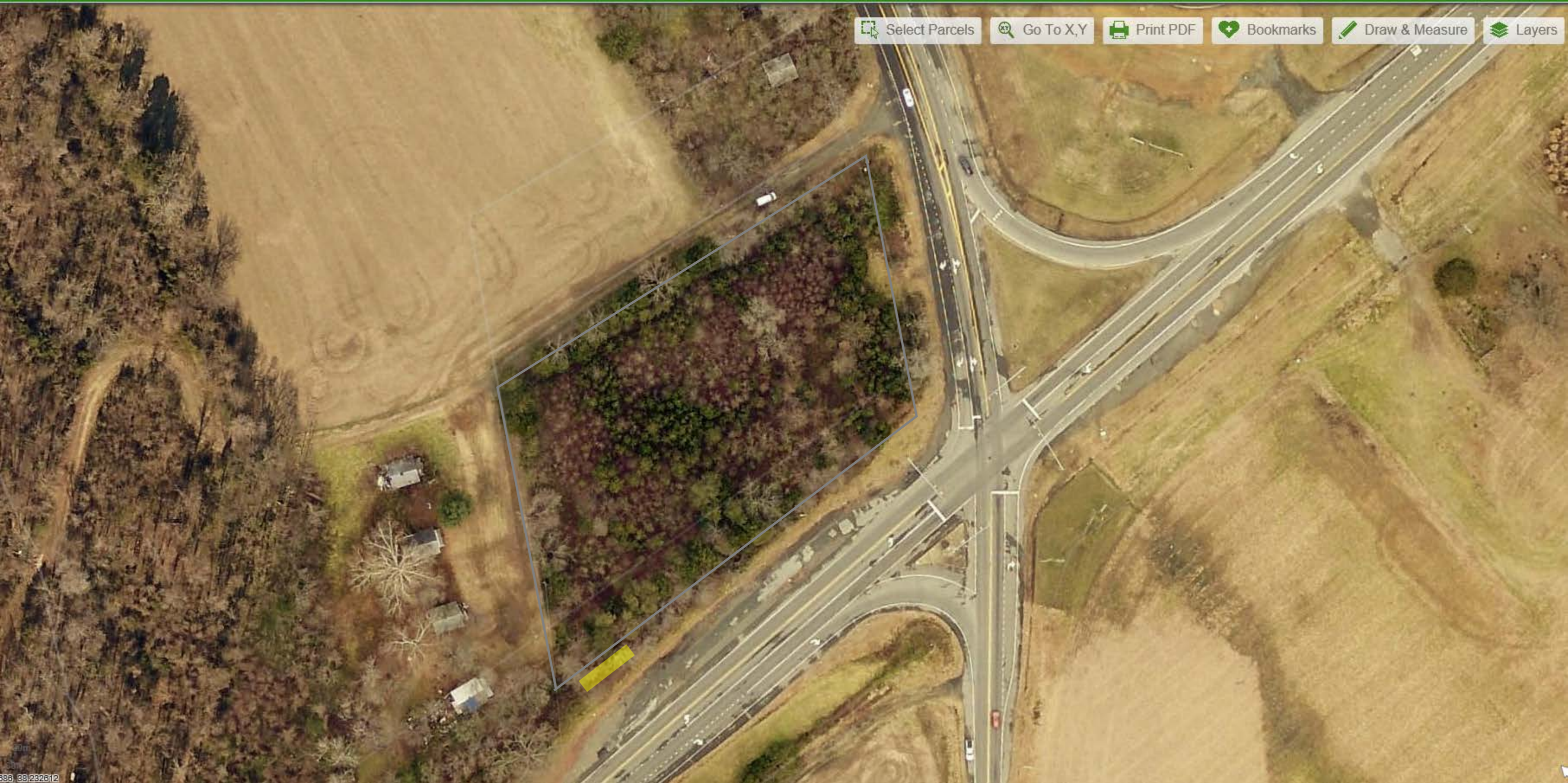
Sincerely,

Barton A. Thrasher, P.E.  
Chief Engineer



Subject Location













# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

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*Agenda item # 19*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**September 15, 2021**

#### **MOTION**

**Made By: Seconded By: Action:**

**Title: DRPT FREIGHT Rail Grant Program Guidance**

**WHEREAS**, the 2020 Omnibus Transportation Funding Legislation created the new Commonwealth Rail Fund (CRF); and

**WHEREAS**, the Department of Rail and Public Transportation (DRPT) is responsible for managing 7% of the CRF for the purpose of statewide rail planning and freight railroad grant programs including the existing Rail Preservation program and a new freight rail enhancement program; and

**WHEREAS**, guidance documentation has been created for the distribution and administration of the CRF as it relates to freight rail enhancement; and

**WHEREAS**, the new funding program is known as the Freight Rail Enhancement to Increase Goods and Highway Throughput (FREIGHT) Program; and

**WHEREAS**, the attached guidance document lays out the policies and procedures for the new FREIGHT Program by which DRPT shall manage CRF funded FREIGHT projects;

**NOW THEREFORE, BE IT RESOLVED**, that the Board hereby approves the guidance documentation for the new FREIGHT Program.

####



**CTB Decision Brief**  
**FREIGHT Grant Guidance**

**Summary:** The 2020 Omnibus Transportation legislation created the Commonwealth Rail Fund (CRF). A portion of the CRF is dedicated to DRPT for the management of Statewide Rail Planning and freight grant programs, including the existing Rail Preservation program and a new grant program focused on enhancing the freight rail network.

DRPT has presented draft guidance for the new FREIGHT grant program to both the CTB Rail Subcommittee, in June 2021, and the full Board during the July 2021 workshop session.

A more detailed guidance document has been attached to a resolution for approval.

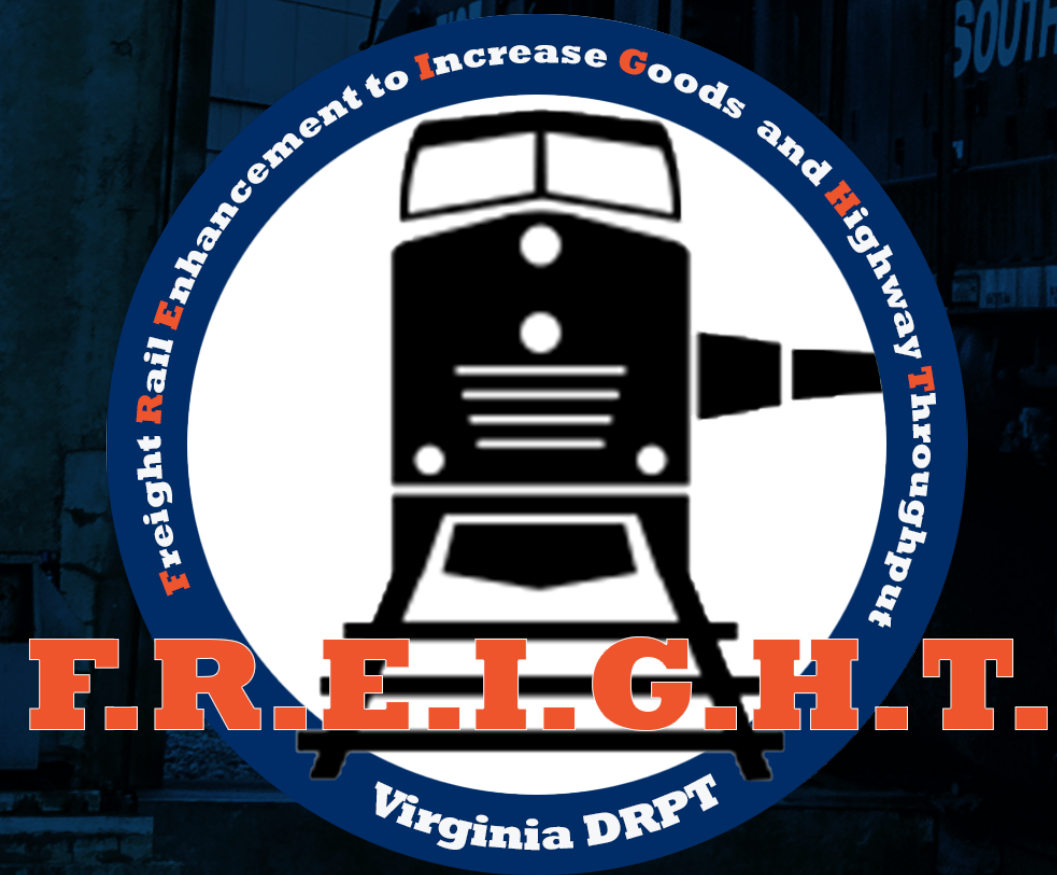
**Recommendation:** DRPT recommends the Board approve the guidance document for the FREIGHT rail program.

**Action Required by CTB:** Board action on the resolution.

**Options:** Approve, Deny, or Defer



# DRPT FREIGHT RAIL GRANT FUNDING & PROCEDURES





# DRPT F.R.E.I.G.H.T. FUND



## FREIGHT RAIL ENHANCEMENT TO INCREASE GOODS AND HIGHWAY THROUGHPUT

A funding program of the Virginia  
Department of Rail and Public  
Transportation.

**BENEFIT VIRGINIA HIGHWAYS**

**IMPROVE ECONOMY**

**INCREASE GOODS MOVEMENT**

## § 33.2-1526.4. Commonwealth Rail Fund

"... The remaining seven percent shall remain in the Fund for the Department of Rail and Public Transportation for planning purposes and for grants for rail projects not administered by the Virginia Passenger Rail Authority."



### **SUMMER:**

- ADOPT SYIP
- NOTIFY GRANTEEES
- REVIEW GUIDANCE

# RAIL GRANT CYCLE

### **SPRING:**

- RECOMMEND APPS
- DRAFT SYIP
- NOTIFY GRANTEEES

### **FALL:**

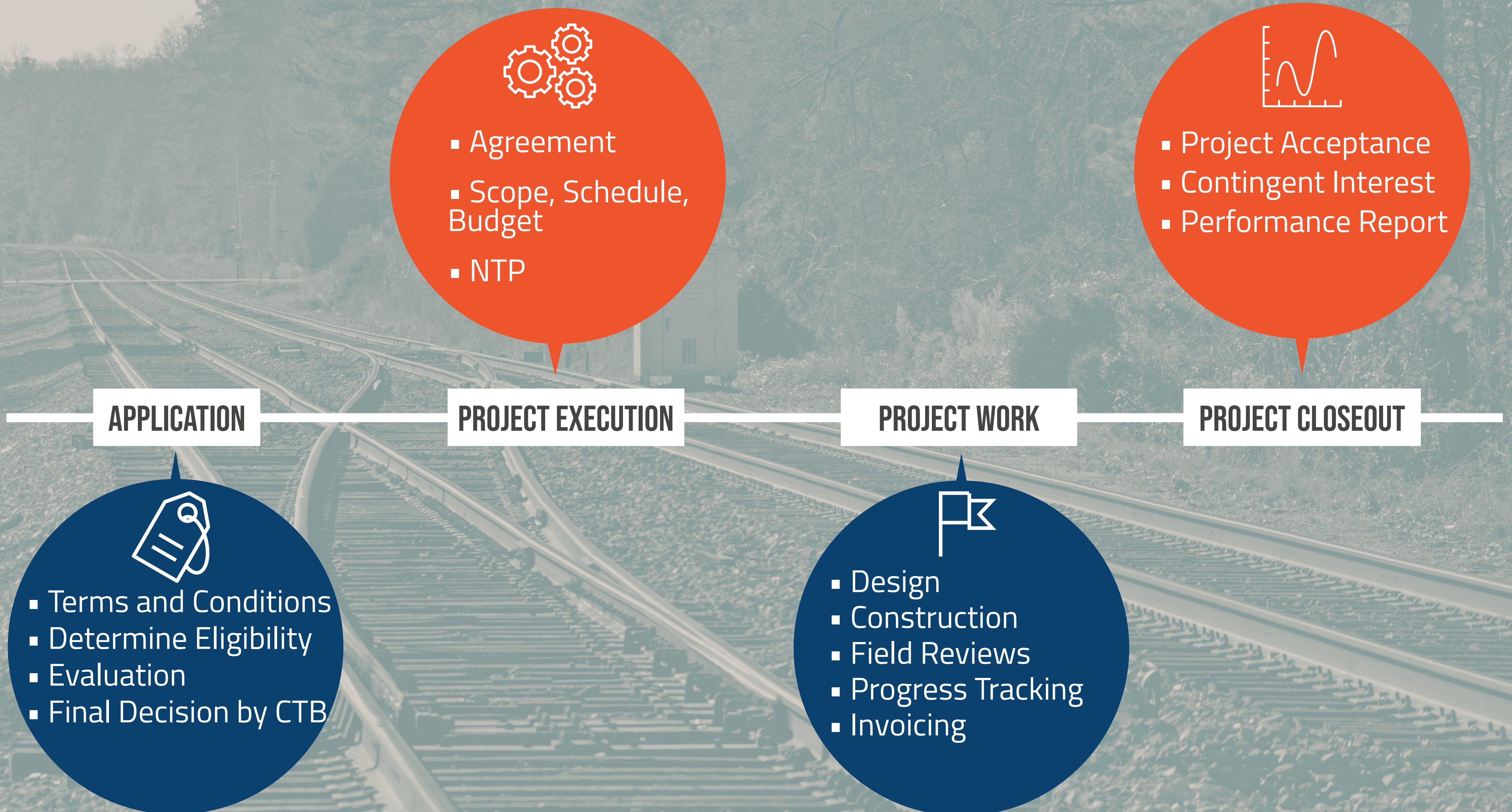
- UPDATE GUIDANCE
- NOTIFY GRANTEEES
- UPDATE ADMIN PROCESS

### **WINTER:**

- OPEN APP. PORTAL
- NOTIFY GRANTEEES
- REVIEW APPLICATIONS



# PROGRAM PROCESS





# APPLICATION PROCESS

## INITIATION

DRPT prepares announcements of the application period and requests applications. Information is also posted on the DRPT website. Applicants must submit applications within the advertisement period as identified by DRPT. The application must include comprehensive information; allowing DRPT to appropriately evaluate the application and understand the project impacts and benefits.

Applications are submitted via the Online Grant Application (OLGA) system, located at: <https://olga.drpt.virginia.gov>.

The OLGA website includes instructions for establishing an account and backs up each application electronically.

## EVALUATION

Using the OLGA system, the DRPT Project Manager applies two levels of review to evaluate each application. The first level, includes an evaluation of the application eligibility and completeness. During the first level of review, the DRPT project manager will request additional information from the applicant, if needed.

The second level of review includes a scoring evaluation using the criteria outlined below.

## APPROVAL

Based on the application review, scoring evaluation, and funding availability, DRPT develops recommendations for the CTB. The CTB will approve and allocate funds to specific projects into the Six Year Improvement Plan (SYIP). Once CTB has made selections, DRPT:

- Sends notification to the Applicants of CTB's decision
- Notifies the public of approved projects
- Posts approved projects on DRPT website



# ELIGIBILITY



ALIGN WITH STATE GOALS



NETWORK CAPACITY EXPANSION



MINIMUM OF 30% DESIGN COMPLETE

## Eligible Projects



Improvements to:

- Railways
- Railroad equipment
- Rolling stock
- Rights-of-way
- Rail facilities
- Engineering and design
- Environmental
- 30% Design Complete

## Eligible Recipients



- Freight rail operators
- Virginia Port Authority
- Local and Regional governments
- Non-profit organizations
- Private companies
- Any combination thereof

## Not Eligible



- Railroad operating expenses
- Passenger rail subsidies
- Passenger rail capacity expansion
- Equipment to handle, store, process, load or unload goods

\*\*The Applicant must, at a minimum, provide Design and Construction in accordance with the American Railway Engineer and Maintenance of Way Association (AREMA). Design and construction criteria may go beyond AREMA standards to meet any agreed upon basis of design and Grantee established standards which are compliant with FRA Track Safety Standards. The applicant also must provide or have provided continuous maintenance of the completed project.



# SCORING

All grant applications must meet the minimum threshold of eligibility.

## POINT VALUES

BENEFIT-COST ANALYSIS

7

MATCHING FUNDS

6

PROJECT READINESS

4

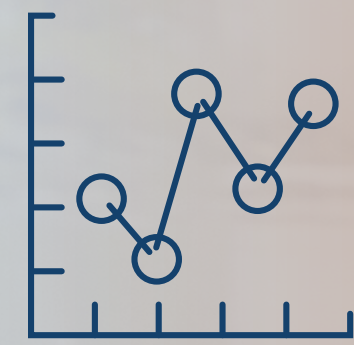
STATEWIDE GOALS

3

---

TOTAL

20



### BENEFIT-COST ANALYSIS

- 3 points = BCA score below 50th percentile of applications
- 6 points = BCA score 50th percentile, or above
- 7 points = project with highest BCA score



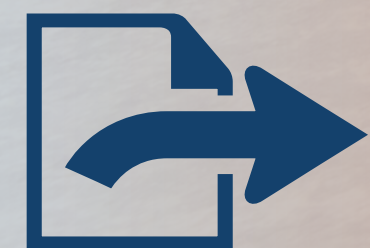
### MATCHING FUNDS

- 2 points = 30% match
- 3 points = 40% match
- 6 points = 50% match



### PROJECT READINESS

- 2 points = 60% design complete
- 4 points = 90% design complete



### STATEWIDE GOAL ALIGNMENT

- 1 point awarded for each goal met in Statewide Rail Plan (up to 3 points).



# GRANT MANAGEMENT



## AGREEMENTS

Once a project has been approved and funded, an agreement is executed, which allows the grantee to further develop a detailed scope, schedule, and budget.



## NOTICE TO PROCEED

The scope, schedule, and budget is used to request a notice to proceed for construction. DRPT must issue a notice to proceed before construction activities commence.



## DRPT OVERSIGHT

DRPT will conduct routine site visits and gather progress reporting as the project moves forward. The grantee is responsible for project management duties.



## REIMBURSEMENT

The FREIGHT program is reimbursement based, meaning the grantee spends money up front and is reimbursed once an appropriately documented invoice is submitted.



## CONTINGENT INTEREST

The Commonwealth will hold an interest in the improvements to ensure the infrastructure remains in service. Recommended length of interest is 6 years, or longer as determined by BCA.



## REPORTING

Grantee will be responsible for reporting annual carload information, to track the impact of investment over time; recommended length of reporting is 6 years, or longer as determined by BCA.



# PROJECT CONTRACTING

Contracting is a two step process, where an agreement is written to obligate funding to the grantee, and after further development of a project scope, schedule and budget, the notice to proceed authorizes project construction.



## AGREEMENTS

Grantee projects in the FREIGHT program are governed by two separate agreements. First, grantees sign a master terms and conditions agreement as part of the application submission process in OLGA. This master agreement includes common rules, procedures and requirements for all projects and grantees. Agreeing to the master agreement is required for application submission. The second agreement is drafted after the application has been approved by the CTB with the adoption of the SYIP. This agreement is drafted in coordination with the grantee and includes project specific details, and can be catered to the individual needs of the project.



## NOTICE TO PROCEED

The execution of the Agreement serves as an initial, but limited, NTP by DRPT for the work associated with any initial planning to further refine the scope, schedule and budget. The grantee may conduct any stakeholder outreach, environmental planning and/or design and engineering in order to complete a detailed scope, schedule, and budget for construction. Once developed, the grantee will submit a NTP request via OLGA, including submission of the scope, schedule and budget for DRPT review and approval.

Upon approval of the NTP, the grantee is then authorized to proceed with construction.



# PROJECT MANAGEMENT

Project management is the responsibility of the grantee, and all grant expenses will be reimbursement based.



## DRPT OVERSIGHT

DRPT maintains a project oversight role in grant projects, and expects the grantee to actively serve as project manager. DRPT will conduct site visits periodically throughout construction to monitor progress, ensure invoices received are covered by work completed in the field, and discuss any foreseeable risks with the site manager. The grantee is required to submit a project progress report with every invoice, detailing the project status, indicating whether the project is on-schedule and on-budget, and identifying any potential risks to either budget or schedule.



## REIMBURSEMENT

Using the Grants Management system in OLGA, the Grantee will create and submit a new reimbursement request. The Grantee is responsible for choosing the correct project to invoice against, noting the correct invoice amount, and attaching supporting documentation prior to invoice submission. DRPT will review the invoice documentation to ensure charges are appropriate for project work, Virginia travel guidelines have been followed, timesheets for labor, and receipts for direct expenses have been included. If the reimbursement request is accurate and properly documented, DRPT will approve and pay the invoice according to the Virginia 30-day prompt pay guidance.



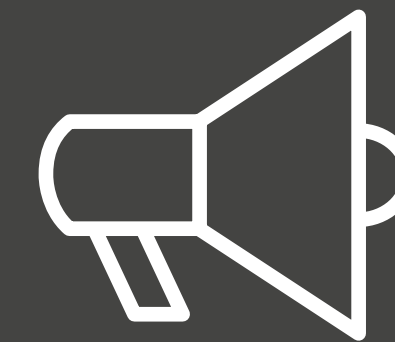
# PROJECT COMPLETION

Upon project completion, the grantee has two primary responsibilities, maintaining the infrastructure for active service and continually reporting network activity.



## CONTINGENT INTEREST

The Grantee must complete the project according to the approved scope, schedule, budget and agreement. Upon project completion, Grantee has 90 days to submit the final invoice to DRPT. DRPT performs a final site review and processes final payment. Grantee is required to maintain and make available all documentation regarding project cost for a period of three years from the date of final payment from DRPT. DRPT retains an ownership interest in the materials of the project for a period of 6 years, or longer as determined by the BCA results. Any change, sale or transfer of the project improvements must be approved by DRPT, per the terms of the signed agreement.



## REPORTING

Upon completion of the project, the grantee is required to report their annual network activity, i.e. number of rail carloads per year. This enables DRPT to better understand the benefits of investing in the freight rail network, and evaluate future project applications from the grantee. Project reporting requirements exist for a period of 6 years after project completion, or longer as determined by the BCA results.





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## September 2021 CTB Meeting

F49

**U000-128-113, C502, P102, R202**

**City of Roanoke**

The project is located in a residential neighborhood just east of downtown Roanoke and will improve the safety and connectivity along 13th St SE between Church Ave and Norfolk Avenue. The proposed typical section includes two travel lanes separated by a raised grass median with curb & gutter, sidewalks and bike lanes. The raised median will enhance access management along the roadway while providing separation between oncoming traffic and pedestrian refuge at designated pedestrian crossing locations. The intersection with Wise Ave is being reconfigured to include a roundabout for improved traffic operations. 13<sup>th</sup> Street is also being extended past the intersection with Wise Ave to provide connectivity to Norfolk Ave.

Fixed Completion Date: August 4, 2023

F56

**0064-965-400, B620, B621, B622, B623, B624, B625, M501, P101**

**City of Norfolk and  
City of Virginia Beach**

The purpose of this project is to perform structural steel repairs to increase the NBI Superstructure Condition Rating from 5 (Fair) to 6 (Satisfactory) for each of the bridges included in this project. The most notable repairs are to fix major structural deficiencies, several of which are due to vehicular impact damage. The structural steel repairs, include beam end repairs, diaphragms, connection plates, bearing repair/replacement, spot painting, and heat straightening. 6 bridges are to be repaired and are tabulated below:

<u>Federal ID</u>	<u>VA Structure Number</u>	<u>Bridge Name</u>	<u>City</u>
20815	122-2800	I-64 EBL over Sewells Point Road	Norfolk
20817	122-2801	I-64 WBL over Sewells Point Road	Norfolk
20858	122-2829	I-64 EBL over Route 13 and 166 (Northampton Blvd.)	Norfolk
20860	122-2830	I-64 WBL over Route 13 and 166 (Northampton Blvd.)	Norfolk
20894	122-2868	I-64 WBL over SR 165 (Little Creek Road)	Norfolk
22222	134-1836	I-264 over Independence Blvd	Virginia Beach

This project is eligible for federal funding and being on the Interstate system, the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within existing right of way and no utilities will be impacted.

Fixed Completion Date: June 27, 2023

F12

0007-053-086, C501, B668

**Loudoun County**

The purpose of this project relieve congestion and improve accessibility and connectivity for drivers, bicyclists and pedestrians. This project will extend George Washington Boulevard (Route 1050) from its current intersection with Bridgefield Way/Research Place south to Russell Branch Parkway via a new bridge over Route 7 (Harry Byrd Highway).

This project uses federal and local funding.

Fixed Completion Date: May 17, 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
F49	688	FROM: CHURCH AVE.	ALLEGHENY CONSTRUCTION COMPANY, INC.	3	\$5,801,851.60	\$4,967,039.96	Exceeds
	U000-128-113, C502	TO: NORFOLK AVE.	ROANOKE				
	STP-5128 (276)	CITY OF ROANOKE	VA				
	Construction Funds	SALEM DISTRICT					
		13TH ST. IMPROVEMENTS					

**1 Recommended for AWARD \$5,801,851.60**



AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
F56	117334	LOCATION: VARIOUS	SOUTHERN ROAD & BRIDGE, LLC	3	\$5,729,923.00	\$5,262,240.00	Exceeds
	0064-965-400, B620-B625, M501	CITY OF NORFOLK	TARPON SPRINGS				
	NHPP-BR05(300)	CITY OF VIRGINIA BEACH	FL				
	Construction/Maintenance Funds	HAMPTON ROADS DISTRICT					
		STRUCTURAL STEEL INTERSTATE BRDIGE REPAIRS					

**1 Recommended for AWARD \$5,729,923.00**

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
F12	105584	FROM: 0.270 MI. S. RESEARCH PLACE INT.	JOSEPH B. FAY CO.	6	\$14,207,419.13	\$18,062,879.52	Within
	0007-053-086,C501,B668	TO: 0.014 MI. N. RESEARCH PLACE INT.	PITTSBURGH				
	RSTP-5B01(114)	LOUDOUN	PA				
	Construction Funds	NORTHERN VIRGINIA DISTRICT					
		GEORGE WASHINGTON BLVD BRIDGE CONSTRUCTION					

**1 Recommended for AWARD \$14,207,419.13**



**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](mailto:foiacouncil@dls.virginia.gov)/Fax: 804-371-8705/Tele: 866-448-4100