



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD AGENDA

VDOT Central Office Auditorium

1221 East Broad Street

Richmond, Virginia 23219

May 14, 2024

10:00 a.m. or upon adjournment of the May 14, 2024, Workshop meeting.

Public Comments:

Approval of Minutes:

April 16, 2024

LOCATION AND DESIGN:

Presenting: Emmett Heltzel
State Location and Design Engineer

1. Action on Limited Access Control Changes (LACCs) for the Intermodal Connector Air Terminal Interchange-Western Intersection, City of Norfolk, Located Within the Hampton Roads District.

LOCAL ASSISTANCE DIVISION:

Presenting: Russ Dudley
Division Administrator

2. Action on Economic Development Access to Botetourt Center at Greenfield, Lot 3 Project ECON-011-867 – Botetourt County, Located Within the Salem District.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Mike Todd
Director of Rail Programs

3. Action on Rail Industrial Access –
- SharpTech USA, LLC, Located Within the Hampton Roads District.
 - Norfolk Terminal, LP, Located Within the Hampton Roads District.
 - Queen City Logistics Center, LLC Located Within the Staunton District.

MAINTENANCE DIVISION:

Presenting: Robbie Prezioso
State Maintenance Engineer

4. Action on Commemorative naming, at the request of Campbell County, of the bridge on northbound U.S. Route 29, over Route 626, Lynch Road, Campbell County, Located with the Lynchburg District, as the “Senior Airman Ricky L. Merritt Bridge”.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

5. Action on Fiscal Years 2024-2029 Six-Year Improvement Program Transfers for March 16, 2024, through April 19, 2024.
6. Action on SMART SCALE Project Budget Increase for Widen East Elden Street from Monroe Street to Fairfax County Parkway (UPC 50100) in the Town of Herndon Located Within the Northern Virginia District.
7. Action on SMART SCALE Project Budget Increase for Intersection Improvements at US 58 and Robinson Ferry Road (UPC 119687) in Brunswick County Located Within the Richmond District.

NEW BUSINESS:

ADJOURNMENT:

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W. Sheppard Miller, III
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1401 East Broad Street
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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 14, 2024

MOTION

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

**Title: Limited Access Control Changes (LACCs) for the Intermodal Connector
Air Terminal Interchange-Western Intersection
City of Norfolk**

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System, including I-564, 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, on December 9, 2015, the CTB approved the modification of the Limited Access Control along I-564 and the establishment of Limited Access Control along the Intermodal Connector from I-564 to Hampton Boulevard in accordance with § 33.2-401 of the *Code of Virginia*; and

WHEREAS, on February 21, 2023, the CTB approved the modification of the Limited Access Control along the Intermodal Connector in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 et seq; and

WHEREAS, State Highway Project R00-122-108, P102, C502 and UPC 59175 (“Project”) will provide a new intersection on the western end of the I-564 Intermodal Connector to allow bi-directional access for vehicles from Seabee Road, including construction of four directional connection points to carry vehicles entering and exiting the

Intermodal Connector in order to improve traffic flow among the various sections of Naval Station Norfolk; and

WHEREAS, 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); and

WHEREAS, a Public Hearing (“Hearing”) was held for the Project, including the current and proposed locations of the limited access lines, on October 4, 2023, between 4:00 pm and 7:00 pm at Sewells Point Elementary School, 7928 Hampton Boulevard, Norfolk, VA and allowed public input to be collected concerning the request; and

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

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

WHEREAS, the Interchange Access Report was reviewed during the design process by the Virginia Department of Transportation’s (VDOT’s) Hampton Roads District Office and Central Office, and the U.S. Navy, and was approved by VDOT’s Deputy Chief Engineer on April 9, 2024 with all parties finding that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and an Environmental Assessment was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on November 29, 2023; and

WHEREAS, the Project is located within an attainment area for ozone and FHWA conducted and approved an Interagency Consultation for Conformity on July 17, 2023, concluding the Project will not have an adverse impact on air quality; and

WHEREAS, the Project is in the City of Norfolk located on property owned by the U.S. Navy and the U.S. Navy Senior Project Manager provided support for the Project by a letter dated February 14, 2024; and

WHEREAS, the Project is in the City of Norfolk and the proposed design features and LACCs are supported by a letter from the City Director received February 15, 2024; and

Resolution of the Board
Proposed Limited Access Control Changes (LACCs)
Intermodal Connector Air Terminal Interchange- Western Intersection
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WHEREAS, VDOT's Chief Engineer determined that the proposed LACCs will not adversely affect the safety or operation of the highways; and

WHEREAS, VDOT reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and 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 VDOT made herein, and directs that the Intermodal Connector 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 Exhibits and the Limited Access Control Points 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 the LACCs described herein.

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CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Air Terminal Interchange-West Intersection
Project R000-122-108, P102, C502
UPC 59175
City of Norfolk

Issues: The area designated as limited access previously approved for the I-564 Intermodal Connector needs to be modified to accommodate four directional connection points to carry vehicles entering and exiting the I-564 Intermodal Connector. 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-564 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the CTB, which designated the Interstate Highway System to be Limited Access Highways and 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 routers, including all necessary grade separations, interchanges, ramps, etc.”
- Limited access control for the Intermodal Connector was previously designated on December 9, 2015, by the CTB in accordance with § 33.2-401 of the *Code of Virginia*, establishing that the limited access line locations and limits shall be as shown on the public hearing plans for the original highway project construction.
- Limited access control for the Intermodal Connector was modified on February 21, 2023, by the CTB in accordance with § 33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, establishing that the limited access line locations and limits shall be as shown on the final as-built plans for the original highway project construction, as requested by the U.S. Navy to improve security conditions.
- State Highway Project R00-122-108 and UPC 59175 (“Project”) will provide a new intersection on the western end of the Intermodal Connector to allow bi-directional access for vehicles from Seabee Road, including construction of four directional connection points to carry vehicles entering and exiting the Intermodal Connector. 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).
- A Public Hearing (“Hearing”) was held for the Project, including the current and proposed locations of the limited access lines, on October 4, 2023, between 4:00 pm and 7:00 pm at Sewells Point Elementary School, 7928 Hampton Boulevard, Norfolk, VA and allowed public input to be collected concerning the request.
- Proper notice of the Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the Project as presented, their statements being duly recorded.

- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration and this evidence, along with all other relevant evidence, has been carefully reviewed.
- The Virginia Department of Transportation’s (VDOT’s) Deputy Chief Engineer reviewed and approved the Interstate Access Request Traffic Study on April 9, 2024, 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. An Environmental Assessment was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on November 29, 2023.
- The Project is located within an attainment area. An Interagency Consultation for Conformity was conducted and approved by FHWA on July 17, 2023, concluding that the Project was not an air quality concern.
- The Project is in the City of Norfolk and the proposed design features and LACCs are supported by a letter from the City Director received February 15, 2024. The Project is also supported by the U.S. Navy by email dated February 14, 2024, and by the Virginia Port Authority by letter dated February 22, 2024. See attached.
- VDOT’s Chief Engineer 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 Intermodal Connector corridor in Norfolk 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, on December 9, 2015, and February 21, 2023.

Action Required by CTB: The *Code of Virginia* § 33.2-401 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 implement the described LACCs, and the I-564 Intermodal Connector Project will move forward.

CTB Decision Brief
Proposed Limited Access Control Changes
Intermodal Connector Air Terminal Interchange – West Intersection
City of Norfolk
May 14, 2024
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Options: Approve, Deny, or Defer.

Public Comments/Reactions: Eight (8) citizens attended the meeting per the sign in sheets. Three (3) comments were received.

**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-0.884 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 \$127,855.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,226.60 for work by State Forces (not included in contract), making a total of approximately \$141,960.00 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 33-118.2 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 33-118.2 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 33-118.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Wytheville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Wytheville on additional streets totaling 0.984 Mile, effective beginning the second quarter, October 1, 1956. Motion carried.

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

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



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 9, 2015

MOTION

Made By: Mr. Malbon, Seconded By: Ms. Valentine

Action: Motion Carried, Unanimously

**Title: Approval of Proposed Limited Access Control Changes
(LACCs) for Interstate 564 Intermodal Connector Project
City of Norfolk**

WHEREAS, a Design Public Hearing was held at Sewells Point Elementary School in Norfolk, Virginia on August 25, 2015, between 5:00 pm and 7:00 pm for the purpose of considering the proposed State Highway Project 0564-122-284, R201, C-501, B609, B610, B612, B611, B608, B607, UPC 104000 and State Project R000-122-108, P101, R201, UPC 18968 ("I-564 Intermodal Connector Project" or "Project"); and

WHEREAS, the proposed Project involves design and construction of a new 2.82-mile, four-lane limited access highway in the City of Norfolk, from Interstate 564 (I-564) to Virginia Avenue; and

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Interstate Highway System to be Limited Access Highways and in accordance with §33.2-401 of the *Code of Virginia*, established that the limited access line locations and limits shall be as shown on the final engineering plans for the original highway project construction on the interstates, including I-564.

WHEREAS, the Project consists of the design and construction of a divided connector from I-564 to Naval Station Norfolk (NSN) and to Norfolk International Terminals (NIT) in order to improve traffic flow in the Hampton roads region, including new bridges and local connectors and reconfiguring a Commercial Vehicle Inspection Station (CVIS) for Naval Station Norfolk (NSN), relocating the NSN Gate 6 (entry control point) and the NSN Patrol Road, constructing a new access road to the Virginia Port Authority's North Gate Terminal, and to shift the existing limited access control of I-564 and to establish new limited access control along the Intermodal Connector as part of the design features of the project (collectively, the Limited Access Control Changes or LACCs); and

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

WHEREAS, the economic, social and environmental effects of the proposed project have been duly examined and given proper consideration, and this evidence, along with all other, including the traffic analysis supported by the Interchange Justification Report, approved by the FHWA on August 14, 2013, has been carefully reviewed; and

WHEREAS, this project is in compliance with the National Environmental Policy Act (NEPA) requirements and an Environmental Assessment has been developed in cooperation with the Federal Highway Administration (FHWA) and in accordance with federal guidelines; and

WHEREAS, the City of Norfolk's Director of Public Works has, by letter dated October 7, 2015, endorsed the project and the proposed LACCs as presented at the public hearing; and

WHEREAS, the FHWA and Eastern Federal Lands Highway Division (EFLHD) have provided the requisite approval for State Highway Projects 0564-122-284, R201, C-501, B609, B610, B612, B611, B608, B607, UPC 104000 and State Highway Project R000-122-108, P101, R201, UPC 18968 and the proposed LACCs; and

WHEREAS, VDOT recommends approval of the modification of the Limited Access Control along I-564 and the establishment of Limited Access Control along the Intermodal Connector, as shown on the Design Public Hearing Plans and the attached displays and the limited access control point table.

NOW, THEREFORE, BE IT RESOLVED, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein and directs that the I-564 corridor continue to be designated as a Limited Access Highway and designates the Intermodal Connector as a Limited Access Highway with the Limited Access Control being modified and/or

Resolution of the Board
I-564 Intermodal Connector
Proposed Limited Access Control Changes (LACCs)
City of Norfolk
December 9, 2015
Page Three

established as proposed and presented at the public hearing and shown on the attached limited access control point table.

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

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Duvall, Bruce L. P.E. (VDOT)

From: Ceniccola, Christopher CIV USN NAVFAC MIDLANT NOR (USA)
<christopher.ceniccola.civ@us.navy.mil>
Sent: Wednesday, February 14, 2024 4:22 PM
To: Duvall, Bruce L. P.E. (VDOT); Ellis, James (VDOT)
Subject: NAVY support for ATI interchange project

Bruce,

The Department of Navy is in support of the future ATI Interchange project, including both the East and West connection points, allowing access to the I-564 Intermodal Connector. The ATI project will significantly improve the transportation network to both Naval Station Norfolk and Naval Support Activity Hampton Roads Installations. The ATI project will aid in supporting mission readiness by promoting improved ingress and egress to Naval Facilities, along with the interconnectivity between the two installations.

The Navy looks forward to working with VDOT regarding this important ATI project.

Respectfully,

Chris

Chris Ceniccola, PMP
Senior Project Manager
Planning, Design and Construction Directorate
NAVFAC MIDLANT
9324 Virginia Avenue, Bldg. Z-140
Norfolk, VA 23511-3095
(757) 619-4913
christopher.ceniccola.civ@us.navy.mil

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Mr. Bruce Duvall
Assistant District Engineer/Hampton Roads Project Development
Virginia Department of Transportation
7511 Burbage Drive
Suffolk, VA 23435

Subject: Air Terminal Interchange Project (UPC 59175)

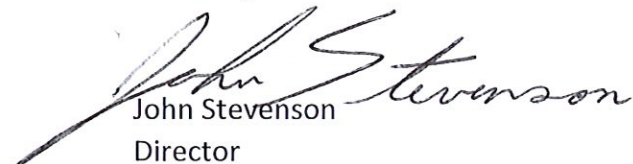
Dear Mr. Duvall,

The City of Norfolk understands that the Virginia Department of Transportation (VDOT) is in the process of seeking support to move forward with the project IAR. This letter serves to indicate our full support of the referenced project and desire to deliver this project as soon as possible. We fully support moving forward with the IAR. We are also in full support of the proposed concept plan for the new at grade West intersection as presented in the Public Hearing plans in October 2023

The City has been a full partner in the development of the referenced project, and is committed to working with the Virginia Department of Transportation, the Federal Highway Administration (FHWA), the Virginia Port Authority, and the U.S. Navy on the final design and construction of this project.

If you need additional information from the City of Norfolk regarding our support, please contact Keith Darrow at (757) 664-7857 or keith.darrow@norfolk.gov.

Sincerely,


John Stevenson
Director

cc: Doug Beaver, Deputy City Manager for Operations
Keith Darrow, P.E., City Transportation Engineer
Todd Halacy, P.E., Assistant District Administrator



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

February 21, 2023

MOTION

Made By: Mr. Stant, **Seconded By:** Mr. Coleman,

Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs) #2 for the I-564 and the Intermodal Connector City of Norfolk

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

WHEREAS, on December 9, 2015, the CTB approved modifications to the Limited Access Control Lines along I-564 and designated the Intermodal Connector between I-564 and Hampton Boulevard to be a Limited Access Highway in accordance with then Article 4, Chapter 1, Title 33.1, Section 33.1-34 of the 1950 *Code of Virginia*, as amended; and

WHEREAS, State Highway Projects R000-122-108, P101, R201, C501, B601, B602, B603, B604, B605, B606 (UPC# 18968) and 0564-122-284, R201, C501, B607, B608, B609, B610, B611, B612 (UPC# 104000), provided a four-lane, divided connector from I-564 to Naval Station Norfolk and to Norfolk International Terminals in order to improve traffic flow in the Hampton Roads region (the “Project”); and

WHEREAS, these modifications to the Limited Access Control Lines were requested by the U.S. Navy during construction to improve security conditions along with creating improved access to their security fencing which was the basis of the Virginia Department of Transportation's (VDOT) maintenance responsibility limits as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, VDOT posted a Notice of Willingness for Public Comment ("Willingness") on August 2, 2022, and August 10, 2022, in *The Virginia-Pilot*, and on August 3, 2022, and August 10, 2022, in *The Legacy Newspaper* 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 August 17, 2022, 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 Interchange Justification Report was reviewed during the design process by VDOT's Hampton Roads District Office and the U.S. Navy, and was approved by the Federal Highway Administration (FHWA)-Eastern Federal Lands Highway Division (EFLHD) on August 14, 2013. All parties 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 the Environmental Assessment for the Project was approved by the U.S. Navy on February 20, 2013, and the FHWA-EFLHD on February 28, 2013; and

WHEREAS, the Project is located within a non-attainment area. FHWA-EFLHD approved the Air Quality Analysis on February 28, 2013, concluded that the Project impacts are below the de minimis levels of the Clean Air Act's General Conformity Rule, and determined that the Project will meet all applicable air quality analysis and conformity requirements and will not cause or contribute to a violation of the National Ambient Air Quality Standards as established by the U.S. Environmental Protection Agency; and

Resolution of the Board
Proposed Limited Access Control Change (LACCs) #2
I-564 and the Intermodal Connector
City of Norfolk
February 21, 2023
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WHEREAS, the Project is in the City of Norfolk located on property owned by the U.S. Navy and the U.S. Navy Senior Project Manager has provided support for the proposed LACCs by email dated May 31, 2022 (attached); and

WHEREAS, FHWA provided the approval for State Highway Projects R000-122-108, P101, R201, C501, B601, B602, B603, B604, B605, B606, and 0564-122-284, R201, C501, B607, B608, B609, B610, B611, B612 and the proposed LACCs on January, 20, 2023; and

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

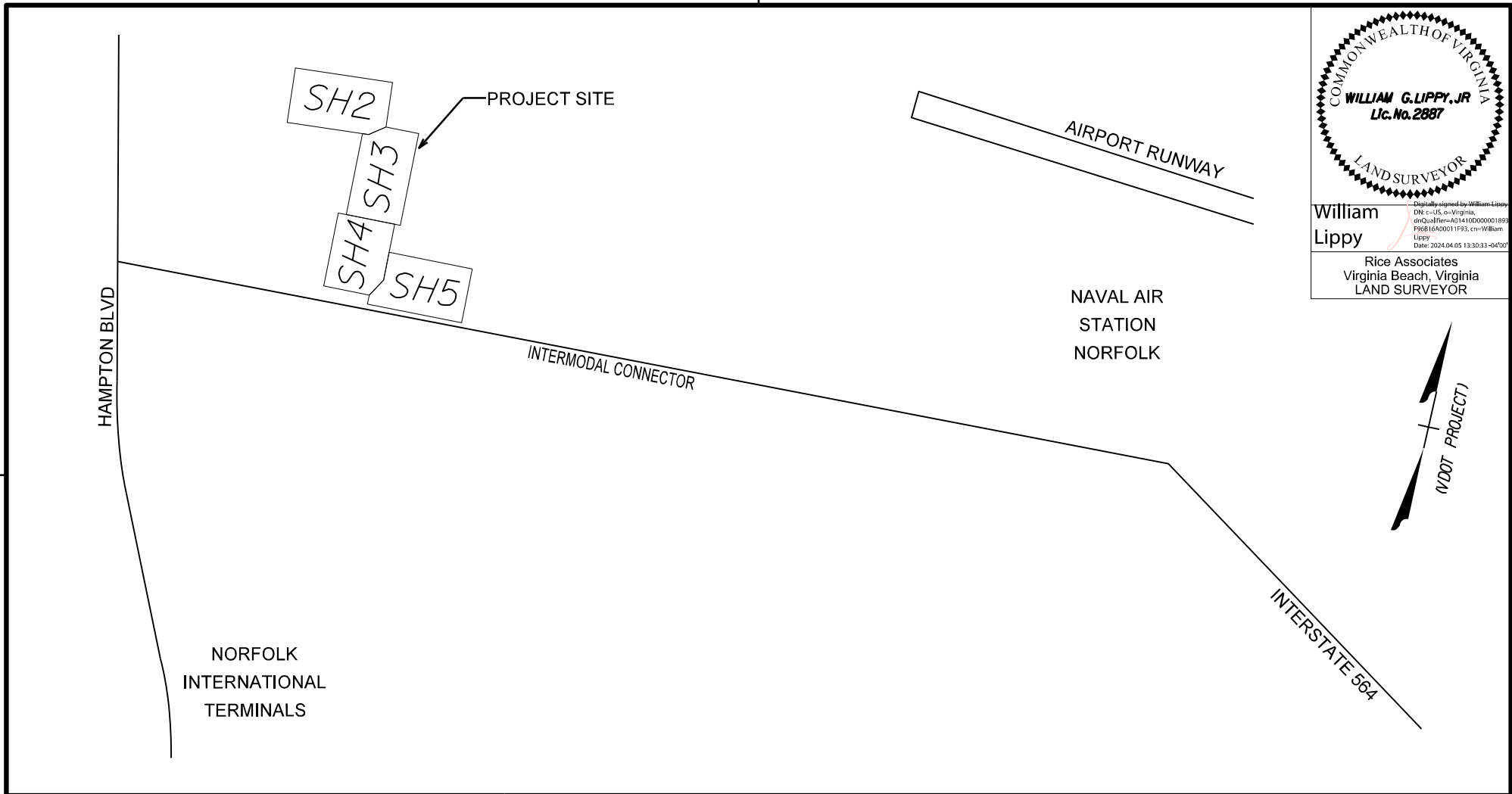
WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with § 33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

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 VDOT made herein, and directs that I-564 and the Intermodal Connector 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 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 the LACCs described herein.

####



William Lippy
 Rice Associates
 Virginia Beach, Virginia
 LAND SURVEYOR

Digitally signed by William Lippy
 DN: c=US, o=Virginia, ou=Qualifier=4074100000001893, P96816A00011F93, cn=William Lippy
 Date: 2024.04.05 13:30:33 -0400



Rice Associates
 3145 Virginia Beach Blvd.
 Suite 103
 Virginia Beach, VA 23452
 (757) 306-4260

**COMMONWEALTH OF VIRGINIA
 DEPARTMENT OF TRANSPORTATION
 EXHIBIT SHOWING LIMITED
 ACCESS CONTROL CHANGES
 I-564 INTERMODAL CONNECTOR
 NORFOLK, VIRGINIA**

**PROPERTY OF
 UNITED STATES OF AMERICA**

PARCEL 001
 DB 868 PG 586,
 DB 852 PG 152,
 MB 18 PG 52
 NORFOLK, VA

UPC: 59175	PROJECT: R000-122-108	DRAWN BY: JKR	PARCEL: 001
SCALE:	DATE: April 5, 2024	CHECKED BY: WGL	SHEET 1 OF 5

LEGEND

EXISTING LIMITED ACCESS LINE



PROPOSED LIMITED ACCESS LINE

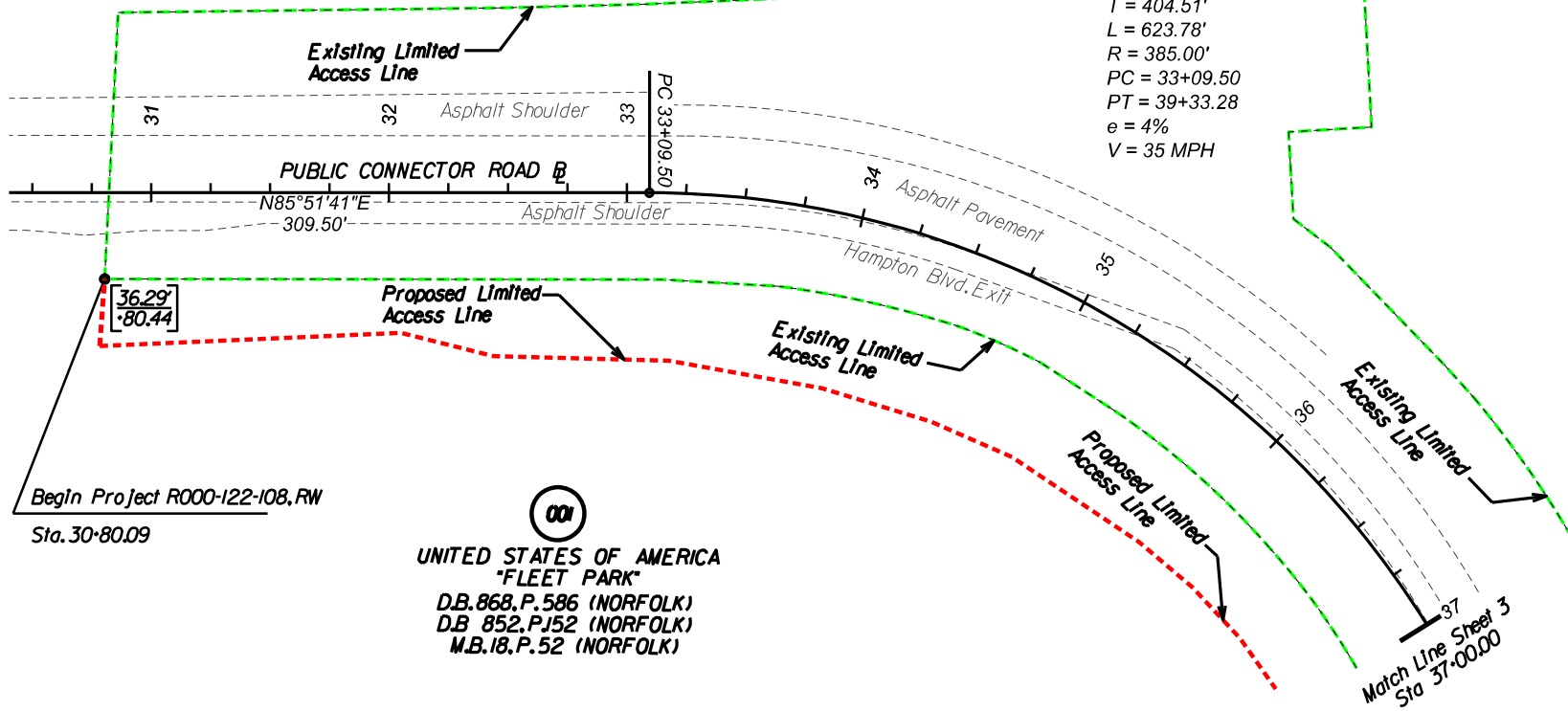
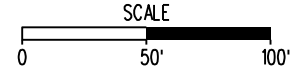


TIE-IN-POINTS

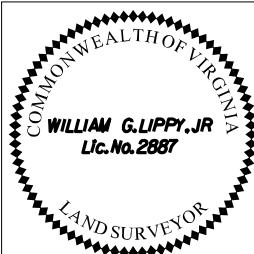


001
**UNITED STATES OF AMERICA
 "FLEET PARK"**
 D.B. 868, P. 586 (NORFOLK)
 D.B. 852, P. 52 (NORFOLK)
 M.B. 18, P. 52 (NORFOLK)

PI = 37+14.01
 DELTA = 92°49'53.49" (RT)
 D = 14°52'55"
 T = 404.51'
 L = 623.78'
 R = 385.00'
 PC = 33+09.50
 PT = 39+33.28
 e = 4%
 V = 35 MPH



001
**UNITED STATES OF AMERICA
 "FLEET PARK"**
 D.B. 868, P. 586 (NORFOLK)
 D.B. 852, P. 52 (NORFOLK)
 M.B. 18, P. 52 (NORFOLK)



William Lippy
 Rice Associates
 Virginia Beach, Virginia
 LAND SURVEYOR



Rice Associates
 3145 Virginia Beach Blvd.
 Suite 103
 Virginia Beach, VA 23452
 (757) 306-4260

COMMONWEALTH OF VIRGINIA
 DEPARTMENT OF TRANSPORTATION
**EXHIBIT SHOWING LIMITED
 ACCESS CONTROL CHANGES
 I-564 INTERMODAL CONNECTOR
 NORFOLK, VIRGINIA**

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UPC: 59175	PROJECT: R000-122-108	DRAWN BY: JKR	PARCEL: 001
SCALE: 1" = 50'	DATE: April 5, 2024	CHECKED BY: WGL	SHEET 2 OF 5

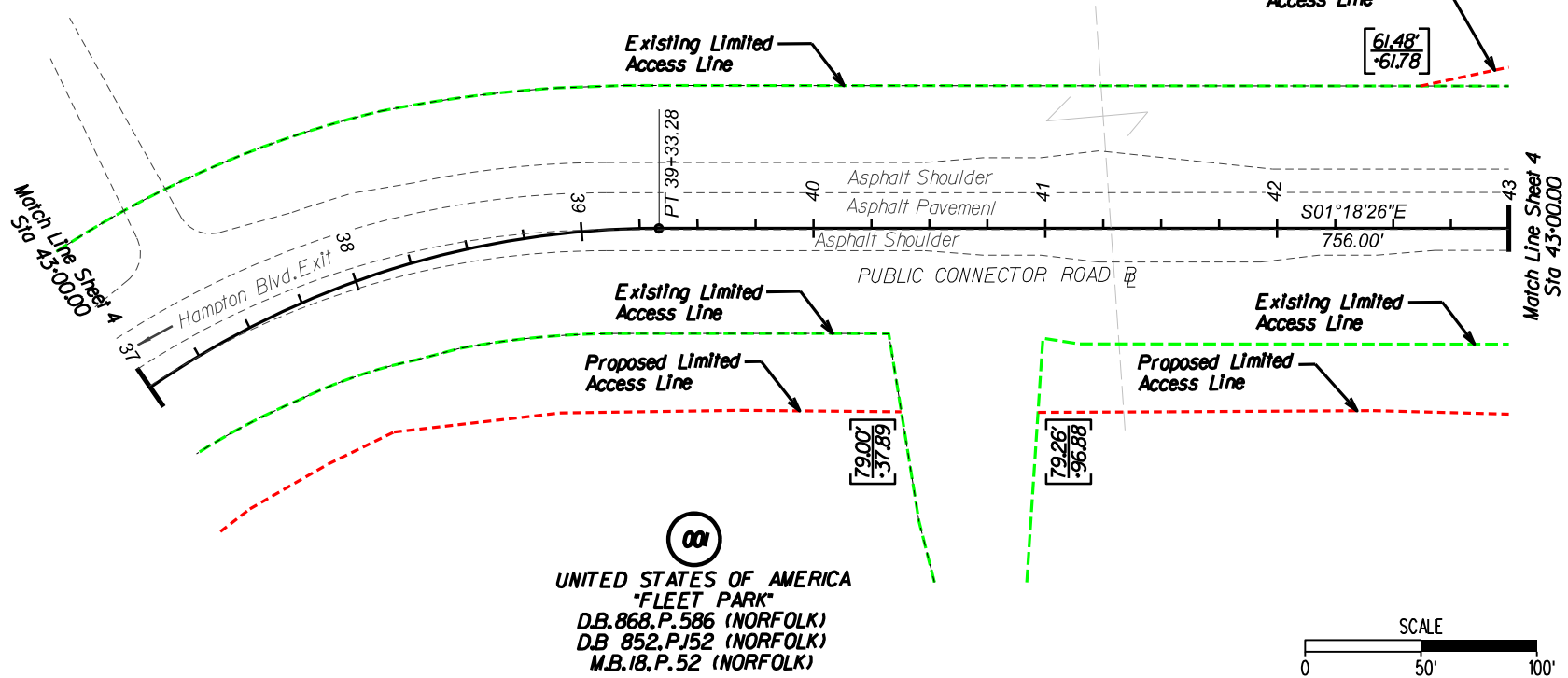
LEGEND

- EXISTING LIMITED ACCESS LINE ---
- PROPOSED LIMITED ACCESS LINE ---
- TIE-IN-POINTS 0.00'
-00.00'

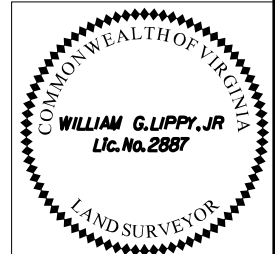


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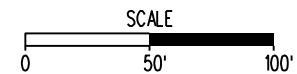
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UNITED STATES OF AMERICA

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 DB 868 PG 586,
 DB 852 PG 152,
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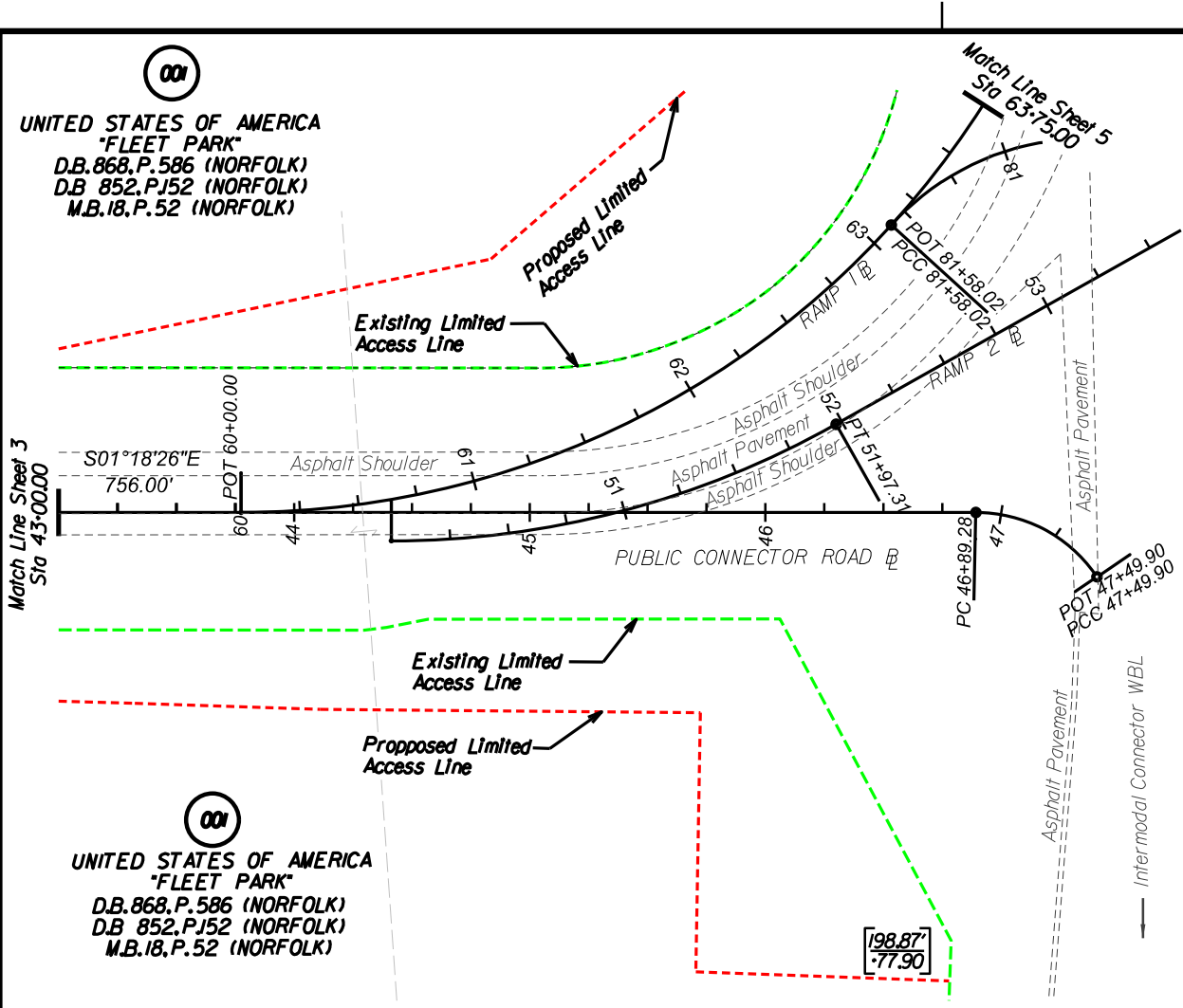
UPC: 59175	PROJECT: R000-122-108	DRAWN BY: JKR	PARCEL: 001
SCALE: 1" = 50'	DATE: April 5, 2024	CHECKED BY: WGL	SHEET 3 OF 5

001

UNITED STATES OF AMERICA
"FLEET PARK"
D.B. 868, P. 586 (NORFOLK)
D.B. 852, P. 52 (NORFOLK)
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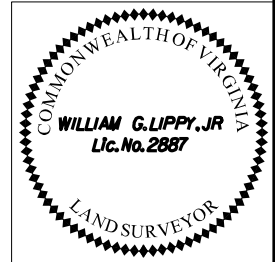
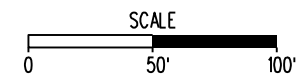
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"FLEET PARK"
D.B. 868, P. 586 (NORFOLK)
D.B. 852, P. 52 (NORFOLK)
M.B. 18, P. 52 (NORFOLK)



LEGEND

- EXISTING LIMITED ACCESS LINE ---
- PROPOSED LIMITED ACCESS LINE ---
- TIE-IN-POINTS 0.00'
-00.00'

RAMP 1 B
 PI = 63+36.46
 DELTA = 84°06'08.99" (LT)
 D = 15°21'39"
 T = 336.46'
 L = 547.51'
 R = 373.00'
 PC = 60+00.00
 PT = 65+47.51
 e = ___ %
 V = ___ MPH



William Lippy
 Rice Associates
 Virginia Beach, Virginia
 LAND SURVEYOR



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COMMONWEALTH OF VIRGINIA
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 UNITED STATES OF AMERICA

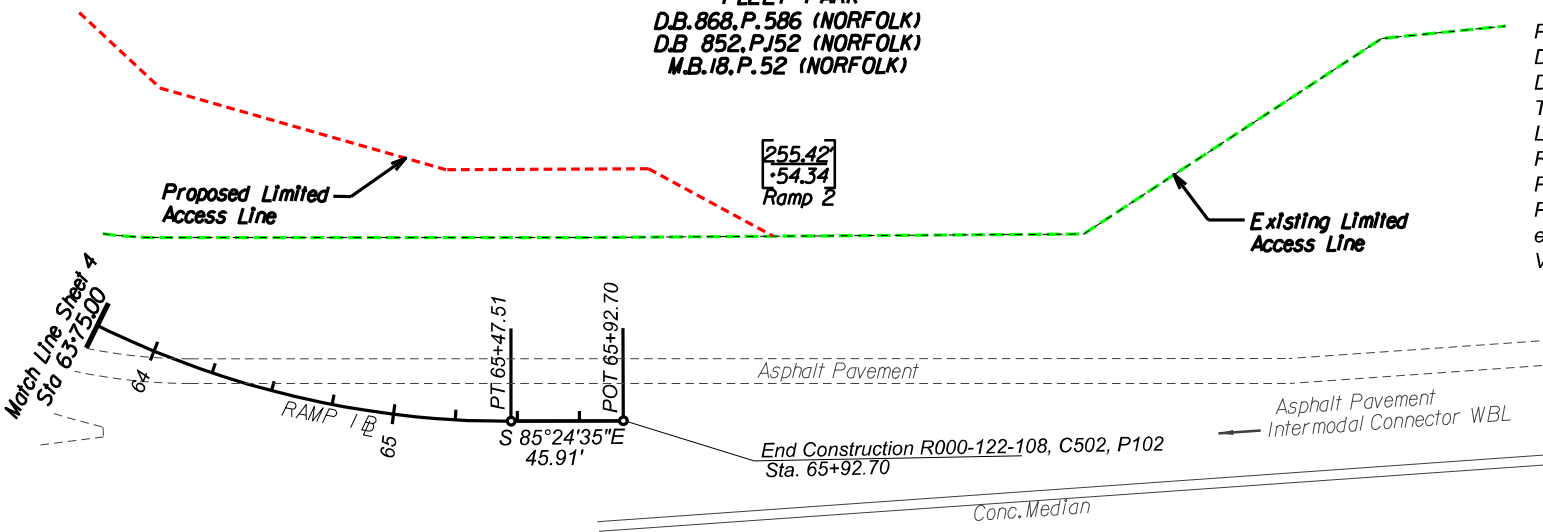
PARCEL 001
 DB 868 PG 586,
 DB 852 PG 152,
 MB 18 PG 52
 NORFOLK, VA

UPC: 59175	PROJECT: R000-122-108	DRAWN BY: JKR	PARCEL: 001
SCALE: 1" = 50'	DATE: April 5, 2024	CHECKED BY: WGL	SHEET 4 OF 5

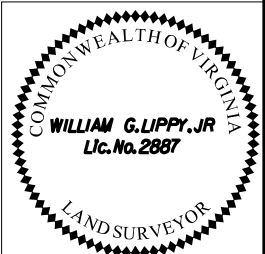
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D.B. 852, P. 152 (NORFOLK)
M.B. 18, P. 52 (NORFOLK)

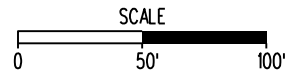
RAMP 1 @
PI = 63+36.46
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e = ____ %
V = ____ MPH



LEGEND
EXISTING LIMITED ACCESS LINE ---
PROPOSED LIMITED ACCESS LINE ---
TIE-IN-POINTS 0.00'
0.00.00



William Lippy
Rice Associates
Virginia Beach, Virginia
LAND SURVEYOR



Rice Associates
3145 Virginia Beach Blvd.
Suite 103
Virginia Beach, VA 23452
(757) 306-4260

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
EXHIBIT SHOWING LIMITED
ACCESS CONTROL CHANGES
I-564 INTERMODAL CONNECTOR
NORFOLK, VIRGINIA

PROPERTY OF
UNITED STATES OF AMERICA
PARCEL 001
DB 868 PG 586,
DB 852 PG 152,
MB 18 PG 52
NORFOLK, VA

UPC: 59175	PROJECT: R000-122-108	DRAWN BY: JKR	PARCEL: 001
SCALE: 1" = 50'	DATE: April 5, 2024	CHECKED BY: WGL	SHEET 5 OF 5

PROPOSED ROADWAY EASEMENT
TIE-IN-POINTS TO APPROVED LIMITED ACCESS
I-564 INTERMODAL CONNECTOR
CITY OF NORFOLK, VIRGINIA

PLAN SHEET	BASELINE	STATION	OFFSET (FT)	LEFT/RIGHT
2 of 5	PUBLIC CONNECTOR ROAD	30+80.44	36.29	RT
3 of 5	PUBLIC CONNECTOR ROAD	40+37.89	79.00	RT
3 of 5	PUBLIC CONNECTOR ROAD	40+96.88	79.26	RT
3 of 5	PUBLIC CONNECTOR ROAD	42+61.78	61.48	LT
4 of 5	PUBLIC CONNECTOR ROAD	46+77.90	198.87	RT
5 of 5	RAMP 2	57+54.34	255.42	LT

PROJECT MANAGER: Frank Johnson, P.E. (757) 272-9203 (Location: Roads District)
SURVEYED BY: DATE: Avra B. Lindebeck, L.S., (757) 368-5945, Precision Measurements, Inc.
DESIGN BY: Peter Hazian, P.E., (703) 340-3079, AECOM
SUBSURFACE UTILITY BY: DATE: Avra B. Lindebeck, L.S., (757) 368-5945, Precision Measurements, Inc.

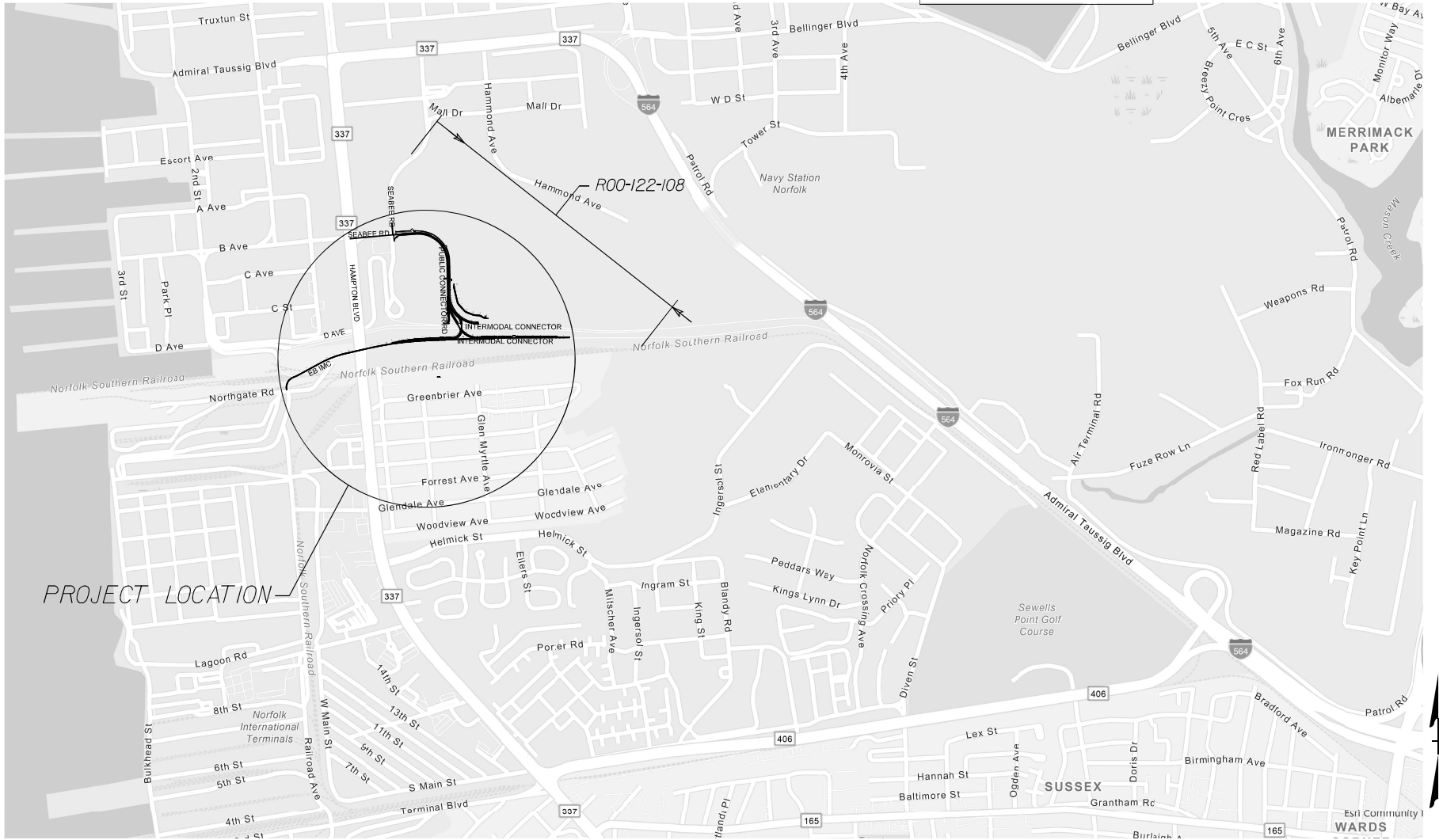
PUBLIC HEARING PLANS

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

REVISION	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	564	R000-122-108 C502, P102	1A

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

LOCATION MAP



PROJECT LOCATION

NOT TO SCALE	PROJECT	SHEET NO.
	R000-122-108	1A



VIRGINIA PORT AUTHORITY
600 WORLD TRADE CENTER, NORFOLK, VA 23510
(757) 683-8000

February 22, 2024

Mr. Bruce Duvall
Assistant District Engineer/Hampton Roads Project Development
Virginia Department of Transportation
7511 Burbage Road
Suffolk, VA 23435

RE: Air Terminal Interchange (ATI) Interchange Access Report: Western and Eastern Intersections

Dear Mr. Duvall,

The Port of Virginia appreciates the opportunities for stakeholder engagement that have been provided since the October 4, 2023 VDOT public hearing. We understand the need to continue to advance the ATI Interchange Access Report (IAR) and, therefore offer our support for its continued advancement.

While progress has been made in addressing the port's concerns with the Western Intersection, unresolved concerns remain with the Eastern Intersection, and we look forward to addressing these with project stakeholders. We have added disposition comments to the project Comment and Resolution Sheet the Eastern Intersection and Western Intersection; these comments are attached to this letter.

We look forward to continuing to work with VDOT and project stakeholders to ensure safety, operational, and geometric elements are incorporated to meet the needs of all users in this important freight corridor.

Sincerely,

Barbara Nelson
Vice President, Development and Transportation Policy

Attachments: VDOT Project Review Comment and Resolution Sheet

**VIRGINIA DEPARTMENT OF TRANSPORTATION
PROJECT REVIEW
COMMENT AND RESOLUTION SHEET**

CODES:
A. ACCEPT COMMENT—WILL BE CORRECTED, ADDED, OR CLARIFIED.
B. DESIGNER WILL EVALUATE.
C. DELETE COMMENT
D. DEPARTMENT TO EVALUATE.

VDOT PROJECT NUMBER: R000-122-108	UPC NUMBER: 59175	REVIEWER(S):	DATE:
DESCRIPTION: AIR TERMINAL INTERCHANGE (ATI) – WESTERN INTERSECTION	REVIEW PHASE & TYPE: PUBLIC HEARING PLANS	DISCIPLINE:	CRM: (IF REQUIRED)

ITEM NO.	DWG. NO. (1)	COMMENTS	CODE(2)	RESPONSE(2)	FINAL DISPOSITION(3)
1	5	<p>The at-grade solution will require a signalized operation.</p> <p>The signal should be designed to prioritize freight movements with the following parameters:</p> <ul style="list-style-type: none"> • Minimize impacts to the eastbound NIT ramp. • Request eliminating southbound connection of Ramp 2. This movement can be combined with the right-turn movement and access the I-564 intermodal connector through the existing signalized intersection between NIT North and Gate 6. <p>The traffic signal should be designed with full actuation; however, the signal operations should be designed to minimize the frequency of stops on the NIT ramp during peak times of day (600 am to 600 pm). For example, the NIT ramp should not stop every two minutes to serve a single outbound vehicle from Gate 6.</p> <p>Advance Warning should be included as part of the signal operation to alert heavy vehicles of red indication to allow sufficient time to decelerate. Current conditions provided unimpeded flow at high speeds on this interstate facility.</p>	A	<p>Agreed. The Western Intersection will be signalized. A preliminary Signal Plan was provided on Sheet 40(5).</p> <p>Impacts to the NIT ramp will be minimized as much as possible. We have assumed that this references the “westbound NIT Ramp” instead of “eastbound”.</p> <p>Ramp 2 will not be eliminated. This ramp is required per the MOA between Navy and VDOT.</p> <p>The signal will be fully actuated and prioritize the mainline through movement. The minor approaches will be set to ‘No Recall’ mode, so those phases can be skipped if there is no demand. The minor phases will also be set to terminate quickly with low minimum and maximum green times and low extensions.</p> <p>As the design progresses, advanced warning signs will be provided for IMC westbound approaching the signalized intersection at the Western Intersection.</p>	<p>The Port supports a signalized intersection at the public connector roadway with the following understanding.</p> <p>This second signal will be coordinated with the existing signal at NSN Gate 6. The signals will be coordinated during all hours of Port Operations. Port movements, regardless of the number, will only have <u>one stop</u> at either the Public Connector or the NSN Gate 6 signal.</p> <p>This coordination may cause delays to the minor movements (which are primarily associated with Navy traffic).</p> <p>The signal design should also consider safety features and technology to support freight movements along high-speed facilities as I-564 is an interstate facility.</p> <p>An MOU will be developed to outline detailed operational requirements for future agency leadership. While VDOT will operate the signal, proposed changes to signal operations should not occur without agreement by all stakeholders to include VDOT, City of Norfolk, Port of Virginia and US Navy.</p>

**VIRGINIA DEPARTMENT OF TRANSPORTATION
PROJECT REVIEW
COMMENT AND RESOLUTION SHEET**

CODES:
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B. DESIGNER WILL EVALUATE.
C. DELETE COMMENT
D. DEPARTMENT TO EVALUATE.

VDOT PROJECT NUMBER: R000-122-108		UPC NUMBER: 59175		REVIEWER(S):	DATE:
DESCRIPTION: AIR TERMINAL INTERCHANGE (ATI) – WESTERN INTERSECTION		REVIEW PHASE & TYPE: PUBLIC HEARING PLANS		DISCIPLINE:	CRM: (IF REQUIRED)
ITEM NO.	DWG. NO. ⁽¹⁾	COMMENTS	CODE ⁽²⁾	RESPONSE ⁽²⁾	FINAL DISPOSITION ⁽³⁾
2					
3					
4					
5					

VIRGINIA DEPARTMENT OF TRANSPORTATION PROJECT REVIEW COMMENT AND RESOLUTION SHEET				CODES: A. ACCEPT COMMENT—WILL BE CORRECTED, ADDED, OR CLARIFIED. B. DESIGNER WILL EVALUATE. C. DELETE COMMENT D. DEPARTMENT TO EVALUATE.	
VDOT PROJECT NUMBER: 0564--122-542		UPC NUMBER: 123154		REVIEWER(S): PORT OF VIRGINIA	DATE:
DESCRIPTION: AIR TERMINAL INTERCHANGE (ATI) – EASTERN INTERSECTION		REVIEW PHASE & TYPE: PUBLIC HEARING PLANS		DISCIPLINE:	CRM: (IF REQUIRED)
ITEM No.	DWG. No. ⁽¹⁾	COMMENTS	CODE ⁽²⁾	RESPONSE ⁽²⁾	FINAL DISPOSITION ⁽³⁾
1	10	<p>The grade-separated solution supports the unimpeded movement of rail adjacent to I-564 corridor.</p> <p>The proposed grade-separated configuration operates as an unsignalized T-intersection. Ingersol Avenue will operate as a side street and will be stopped. The current configuration requires the eastbound I-564 off ramp movement to yield to the I-564 westbound ramp from NSN as employees make a left-turn onto Ingersol Avenue.</p> <p>The initial grade-separated design provided a left exit ramp from I-564, which provided two dedicated storage lanes for traffic destined to Ingersol Avenue and NSA.</p> <p>The current design of the I-564/intermodal connector interchange provides for a one lane right-exit ramp within the curve of I-564.</p> <ul style="list-style-type: none"> • Based on the location of the off ramp between I-564 and Ingersol Avenue, this movement should be designed to be free flow such that there is no queuing along I-564. • The connection between NSA and NSN should be restricted during everyday operations via a gate and provided only during emergencies. 	B/D	<p>The current configuration of the proposed grade-separated intersection operates as an all way stop control. The all way stop was modeled in the IAR and the design year build analysis results do not indicate queuing concerns from the ramps onto Intermodal Connector. The maximum project queues are less than 200’.</p> <p>Gates are not proposed to restrict movement between NSA and NSN. The purpose of this project is to improve access between NSA and NSN.</p>	<p>The initial design provided for a left-exit ramp, with dual lefts and was located further west along the IC.</p> <p>While delay and queuing are one operational consideration, there are unresolved safety concerns associated with heavy vehicles traffic based on the location and geometric configuration of the proposed interchange.</p> <p>The I-564 Intermodal connector was designed to separate Port and Navy traffic. Within the vicinity of the proposed grade separation, trucks use the inside lane as they prepare to access the channelized Truck Lane to NIT North.</p> <p>The proposed location requires Navy traffic to cross the inside lane within the curve and decelerate from a 55mph facility to a stop-controlled intersection is a short distance.</p>

(1) Indicate drawing no./page no. or use "G" for general comment. (2) To be filled out by Project Manager in conjunction w/ Designer. (3) To be determined in comment resolution meeting/discussion (CEP Milestone Meeting) (list date resolved). The Project Manager is responsible for the final disposition of all comments.	Note: This form is to be used by the Project Development Team to provide comments or concerns associated with the design at the CEP Milestones. Comments shall be provided to the PM prior to the Milestone Meeting and the actual meeting time will be used to resolve any outstanding issues or conflicting comments.
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VIRGINIA DEPARTMENT OF TRANSPORTATION PROJECT REVIEW COMMENT AND RESOLUTION SHEET				CODES: A. ACCEPT COMMENT—WILL BE CORRECTED, ADDED, OR CLARIFIED. B. DESIGNER WILL EVALUATE. C. DELETE COMMENT D. DEPARTMENT TO EVALUATE.	
VDOT PROJECT NUMBER: 0564--122-542		UPC NUMBER: 123154		REVIEWER(S): PORT OF VIRGINIA	DATE:
DESCRIPTION: AIR TERMINAL INTERCHANGE (ATI) – EASTERN INTERSECTION		REVIEW PHASE & TYPE: PUBLIC HEARING PLANS		DISCIPLINE:	CRM: (IF REQUIRED)
ITEM NO.	DWG. No. ⁽¹⁾	COMMENTS	CODE ⁽²⁾	RESPONSE ⁽²⁾	FINAL DISPOSITION ⁽³⁾
2	G	Scuppers are noted as “likely” in the design drawings. Scuppers discharging onto RR property are unacceptable per NS Standards. Please clarify what the design intent is with regards to inclusion of scuppers.	A	The location of scuppers will be refined as the design progresses. The scuppers will be designed to not discharge onto RR property.	
3	G	The design storm in the report is either 25 or 50 year, not the required 100 year storm required by NS. The report also states ‘Detailed ditch analysis (Appendix E) will be provided at FI submittal.’ The designer should meet the NS requirements for storm analysis as outlined in the NS Public Projects Manual.	A	The design storm and ditch analysis will be updated to meet the requirements of the NS Public Projects Manual.	
4	G	The service load is shown as “To be confirmed”, with no dimensions provided. Please confirm that the design will include a 15-ft service road, as previously requested during preliminary design.	A	The bridge design will accommodate a 15-ft service road.	

(1) Indicate drawing no./page no. or use “G” for general comment. (2) To be filled out by Project Manager in conjunction w/ Designer. (3) To be determined in comment resolution meeting/discussion (CEP Milestone Meeting) (list date resolved). The Project Manager is responsible for the final disposition of all comments.	Note: This form is to be used by the Project Development Team to provide comments or concerns associated with the design at the CEP Milestones. Comments shall be provided to the PM prior to the Milestone Meeting and the actual meeting time will be used to resolve any outstanding issues or conflicting comments.
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VDOT PROJECT NUMBER: 0564--122-542		UPC NUMBER: 123154		REVIEWER(S): PORT OF VIRGINIA	DATE:
DESCRIPTION: AIR TERMINAL INTERCHANGE (ATI) – EASTERN INTERSECTION		REVIEW PHASE & TYPE: PUBLIC HEARING PLANS		DISCIPLINE:	CRM: (IF REQUIRED)
ITEM No.	DWG. No. ⁽¹⁾	COMMENTS	CODE ⁽²⁾	RESPONSE ⁽²⁾	FINAL DISPOSITION ⁽³⁾
5	G	The design does not appear to specifically include active measures that will provide advance notice to motor carriers that a signal is ahead. Measures may include interactive notices when a signal is RED or advancing to RED. Note that trucks in the corridor will be traveling at the posted speeds with loaded containers and the timing for the signal phases need to take this into consideration as safety is a priority for the port.	A	As the design progresses, advanced warning signs will be provided for IMC westbound approaching the signalized intersection at the Western Intersection.	
6					

(1) Indicate drawing no./page no. or use "G" for general comment. (2) To be filled out by Project Manager in conjunction w/ Designer. (3) To be determined in comment resolution meeting/discussion (CEP Milestone Meeting) (list date resolved). The Project Manager is responsible for the final disposition of all comments.	Note: This form is to be used by the Project Development Team to provide comments or concerns associated with the design at the CEP Milestones. Comments shall be provided to the PM prior to the Milestone Meeting and the actual meeting time will be used to resolve any outstanding issues or conflicting comments.
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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

May 1, 2024

The Honorable W. Sheppard Miller, III
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer DeBruhl
The Honorable Darrell Byers
The Honorable Burwell W. Coleman
The Honorable Tom Fowlkes
The Honorable Mary Hughes Hynes
The Honorable Bert Dodson, Jr.
The Honorable Carlos M. Brown
The Honorable H. Randolph Laird
The Honorable Thomas Lawson
The Honorable Mark H. Merrill
The Honorable E. Scott Kasprovicz
The Honorable Laura Sellers
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Greg Yates

Subject: Approval of Limited Access Control Changes (LACCs) for the Intermodal Connector Air Terminal Interchange in the City of 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 R000-122-108, P102, C502 (UPC# 59175) 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 LACCs 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 Thrasher

Barton A. Thrasher, P.E.
Chief Engineer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 14, 2024

MOTION

Made By: _____ Seconded By: _____

Action: _____

**Title: Economic Development Access to
Botetourt Center at Greenfield, Lot 3
Project ECON-011-867 – Botetourt County**

WHEREAS, § 33.2-1509 of the *Code of Virginia* provides funds to “be expended by the Board for constructing, reconstructing, maintaining or improving access roads within localities to economic development sites on which manufacturing, processing, research and development facilities, distribution centers, regional service centers, corporate headquarters, or other establishments that also meet basic employer criteria as determined by the Virginia Economic Development Partnership in consultation with the Virginia Department of Small Business and Supplier Diversity will be built under firm contract or are already constructed ...” and, “in the event there is no such establishment or ... firm contract, a locality may guarantee to the Board by bond or other acceptable device that such will occur and, should no establishment or airport acceptable to the Board be constructed or under firm contract within the time limits of the bond, such bond shall be forfeited”; and

WHEREAS, Botetourt County by formal resolution has requested Economic Development Access (EDA) Program funds to serve Botetourt Center at Greenfield’s Lot 3, which is located off International Parkway (Route 839) without public access, and said access is estimated to cost approximately \$967,292; and

WHEREAS, it appears that this request falls within the intent of § 33.2-1509 of the *Code of Virginia* and complies with the provisions of the Commonwealth Transportation Board’s EDA Fund Policy and the Economic Development Access Program guide.

NOW, THEREFORE, BE IT RESOLVED, that \$833,646 (\$700,000 unmatched and \$133,646 matched) of the Economic Development, Airport and Rail Access Fund is allocated to provide adequate access to Botetourt Center at Greenfield’s Lot 3 on eligible property off International Parkway, Project ECON-011-867, contingent upon:

1. All right of way, environmental assessments and remediation, and utility adjustments being provided at no cost to the Commonwealth; and
2. Execution of an appropriate contractual agreement between Botetourt County (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
 - a. Design, administration, construction, and maintenance of this project; and
 - b. Payment of all ineligible costs, and of any eligible costs in excess of this allocation, from sources other than those administered by VDOT; and
 - c. Provision of the required matching funds, up to \$133,646, by the LOCALITY for appropriately documented eligible project costs; and
 - d. Provision by the LOCALITY of either i) documentation of a least \$4,168,230 of eligible capital outlay attributed to qualifying business on property served exclusively by this project, or ii) should documentation of capital outlay be insufficient, an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before May 14, 2029, without written permission of VDOT. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Economic Development, Airport and Rail Access Fund for this project’s construction not justified by the eligible capital outlay of establishments served by the project. If, by May 14, 2029, at least \$4,168,230 of eligible capital outlay on property served exclusively by this project has not been expended or committed by firm contract by a qualified establishment or establishments, then an amount equal to 20% of the eligible capital outlay of up to \$4,168,230 will be credited toward the project’s EDA Program allocation utilized in the project’s construction and the balance of the utilized allocation not justified by eligible capital outlay will be returned to VDOT and the Economic Development, Airport and Rail Access Fund. This surety may be released or reduced accordingly at an earlier date upon provision of documentation of eligible capital outlay by a qualified establishment, or establishments; and
3. Determination by VDOT of eligible capital outlay in accordance with current policy and procedures for administering the EDA Program.

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CTB Decision Brief

Economic Development Access – Botetourt County Botetourt Center at Greenfield, Lot 3

Issue: Pursuant to § 33.2-1509 of the *Code of Virginia* and the Economic Development Access EDA Fund Policy of the Commonwealth Transportation Board (CTB), Botetourt County has requested funds from the EDA Program to assist in constructing road access to serve Botetourt Center at Greenfield's, Lot 3 off International Parkway (Route 839). CTB approval for the allocation of the requested funds is sought.

Facts: Section 33.2-1509 of the *Code of Virginia* authorizes the CTB to expend funds set aside for constructing access roads to economic development sites on which certain establishments as prescribed by the *Code* or other establishments that meet the basic employer criteria as determined by the Virginia Economic Development Partnership (VEDP) will be built under firm contract or are already constructed. In the event that there is no such establishment already constructed or construction of such establishment is not under firm contract, a locality may guarantee to the CTB by bond or other acceptable device that such will occur.

The CTB's EDA Fund Policy sets forth certain criteria which must be met for projects to be eligible for such funding and directs the Commissioner of Highways to establish administrative procedures to administer to assure adherence to such policy and legislative requirements. The Commissioner established such administrative procedures in the Economic Development Access Program Guide administered by the Local Assistance Division of the Virginia Department of Transportation (VDOT). The Policy stipulates that the governing body of the locality shall provide a resolution in request of the EDA Program funding prior to the Board's allocation of funds.

Botetourt Center at Greenfield's Lot 3 has achieved a Tier 3 status under the VEDP's Virginia Business Ready Sites Program (VBRSP). By reaching the Tier 3 status, the site has completed all due diligence, and master planning and preliminary engineering work for infrastructure development. The VEDP has determined that Botetourt Center at Greenfield's Lot 3 has a medium potential to attract a qualifying business. Each request for EDA Program funding is scored using evaluative criteria to ensure the proposed project is viable and that it meets the intents of the Program. Botetourt County's project received a strong score of 80 out of 100. Projects must receive at least 50 points to be considered for EDA Program funding.

The site which the development will be locating on does not currently have adequate public access and an extension of International Parkway will be constructed to accommodate the development. Botetourt County will administer the design and construction of the proposed access road project. The County's plans for the proposed access road includes an approximately 1100-foot long, 24-foot wide asphalt roadway with shoulders and ditches, beginning at the current end of International Parkway and extending North. VDOT Salem District staff concur with the plans for the project and with the estimated project cost for eligible items and quantities of approximately \$967,292.

Botetourt County will be responsible for financial arrangements to provide for the required EDA Program matching funds, as appropriate, and all project costs exceeding the state EDA Program

allocation to fully fund the project. Documentation of qualifying capital investment of \$4,168,230, or provision of appropriate surety from the County will be required prior to funding authorization.

Recommendation: VDOT recommends the allocation of \$833,646 (\$700,000 unmatched and \$133,646 matched) from the Economic Development, Airport and Rail Access Fund be approved for construction of this project, subject to certain contingencies as set forth in the accompanying resolution.

Action Required by the CTB: The *Code of Virginia*, the Virginia Administrative Code, and the CTB’s EDA Fund Policy specify that the CTB shall approve the allocation of funds for the construction of the access road project. A resolution is provided for formal vote.

Result, if Approved: VDOT and Botetourt County will proceed with the EDA road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 14, 2024

MOTION

Made By: Seconded By: Action:

**Title: Rail Industrial Access –
SharpTech USA, LLC
Queen City Logistics Center, LLC
Norfolk Terminal, LP**

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

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

WHEREAS, SharpTech USA, LLC submitted an application for RIA grant funds in the amount of \$450,000 to rehabilitate an existing 2,104-foot spur to serve its facility in the County of Accomack, Virginia; and

WHEREAS, Queen City Logistics Center, LLC submitted an application for RIA grant funds in the amount of \$301,000 to construct a 360-foot spur and rehabilitate an existing 1,115-foot spur to serve its facility in the City of Staunton, Virginia; and

WHEREAS, Norfolk Terminal, LP submitted an application for RIA grant funds in the amount of \$560,000 to construct a 1,524-foot spur to serve its facility in the City of Norfolk, Virginia; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) evaluated the Projects in accordance with the Commonwealth Transportation Board's (Board) Rail Industrial

Resolution of the Board

Rail Industrial Access- SharpTech USA, LLC; Queen City Logistics Center, LLC; Norfolk Terminal, LP

May 14, 2024

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Access Policy and, because the Projects each score 50 or more points, has recommended its approval; and

WHEREAS, the County of Accomack, Virginia has, by resolution dated February 21, 2024, shown support for the application for RIA funds by SharpTech USA, LLC for use at its facility located in the County of Accomack; and

WHEREAS, the City of Staunton, Virginia has, by resolution dated September 28, 2023, shown support for the application for RIA funds by Queen City Logistic Center, LLC for use at its facility located in the City of Staunton; and

WHEREAS, the City of Norfolk, Virginia has, by resolution dated December 5, 2023, shown support for the application for RIA funds by Norfolk Terminal, LP for use at its facility located in the City of Norfolk; and

WHEREAS, Delmarva Central Railroad, by letter dated January 31, 2024, has indicated its support for the SharpTech USA, LLC Project and has agreed to serve the facility; and

WHEREAS, Buckingham Branch Railroad, by letter dated August 7, 2023, has indicated its support for the Queen City Logistics Center, LLC Project and has agreed to serve the facility; and

WHEREAS, Norfolk Southern Railway Company, by letter dated April 28, 2023, has indicated its support for the Norfolk Terminal, LP Project and has agreed to serve the facility; and

WHEREAS, the funding requests fall within the intent of Section 33.2-1600 of the *Code of Virginia*, and because the Projects are in accordance with the provisions of the Board's Policy on the use of Industrial Access Railroad Track funds, funding may be allocated to these projects; and

WHEREAS, the Board believes that these projects are for the common good of regions of the Commonwealth and serve a public purpose.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$450,000 of the RIA Fund be provided to SharpTech USA, LLC to rehabilitate an existing 2,104-foot spur subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth;
2. All costs above the \$450,000 RIA grant must be borne by SharpTech USA, LLC or sources other than those administered by DRPT;
3. Execution of an agreement acceptable to the Director of DRPT; and

Resolution of the Board

Rail Industrial Access- SharpTech USA, LLC; Queen City Logistics Center, LLC; Norfolk Terminal, LP

May 14, 2024

Page 3 of 3

4. Execution of a contractual commitment by SharpTech USA, LLC to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$301,000 of the RIA Fund be provided to Queen City Logistics Center, LLC to construct a 360-foot spur and to rehabilitate an existing 1,115-foot spur subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth;
2. All costs above the \$301,000 RIA grant must be borne by Queen City Logistics Center, LLC or sources other than those administered by DRPT;
3. Execution of an agreement acceptable to the Director of DRPT; and
4. Execution of a contractual commitment by Queen City Logistics Center, LLC to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$560,000 of the RIA Fund be provided to Norfolk Terminal, LP to construct a 1,524-foot spur subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth;
2. All costs above the \$560,000 RIA grant must be borne by Norfolk Terminal, LP or sources other than those administered by DRPT;
3. Execution of an agreement acceptable to the Director of DRPT; and
4. Execution of a contractual commitment by Norfolk Terminal, LP to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in form acceptable to the Director of DRPT.

#####

CTB Decision Brief
Rail Industrial Access Applicant
Location: County of Accomack, Virginia
SharpTech USA, LLC

Summary: SharpTech USA, LLC submitted an application for Rail Industrial Access grant funds in the amount of \$450,000 to rehabilitate a rail spur at its County of Accomack facility. SharpTech USA produces virgin grade glycols and operates a custom blending system for specialized glycol-based products. They are the only glycol producer on the East Coast.

DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 52 points. Projects must reach a 50-point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 101 new rail cars annually.
- The minimum threshold for carloads is 101 carloads annually.
- The Applicant commits to 2 new jobs.
- The Applicant's rehabilitated 2,104-foot rail spur will divert approximately 343 trucks from Virginia highways per year.
- The total capital investment in the facility is estimated at \$700,000.
- The total railroad track construction cost is estimated at \$650,000.
- There will be a claw-back provision in the grant Agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2024 Industrial, Airport, and Rail Access Fund

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

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

Options: Approve, Deny, or Defer

CTB Decision Brief
Rail Industrial Access Applicant
Location: City of Norfolk, Virginia
Norfolk Terminal LP

Summary: Norfolk Terminal, LP is a multi-customer terminal. This expansion will primarily move plastics / PVC through storage, handling, packaging, and shipping in the City of Norfolk, Virginia. This project is part of Norfolk Terminal's initiative to import containers and export product through the Port of Virginia. They have submitted an application for Rail Industrial Access grant funds in the amount of \$560,000 to construct a new rail spur at their facility.

DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 69 points. Projects must reach a 50-point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 3000 new rail cars annually.
- The minimum threshold for carloads is 10 carloads annually.
- The Applicant commits to 76 new jobs.
- The Applicant's new 1,524-foot rail spur will divert approximately 10,200 trucks from Virginia highways per year.
- The total capital investment in the facility is estimated at \$59.9M.
- The total railroad track construction cost is estimated at \$800,000.
- There will be a claw-back provision in the grant Agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2024 Industrial, Airport, and Rail Access Fund

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

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

Options: Approve, Deny, or Defer

CTB Decision Brief
Rail Industrial Access Applicant
Location: City of Staunton, Virginia
Queen City Logistics Center, LLC

Summary: Queen City Logistics Center, LLC has submitted an application for Rail Industrial Access grant funds in the amount of \$301,000 to rehabilitate a rail spur at its City of Staunton facility. Queen City Logistics Center has applied in support of its tenant, Pilot Company. Pilot will receive raw materials to blend diesel exhaust fluid which is used to reduce harmful diesel engine emissions in trucks.

DRPT has evaluated the project in accordance with the CTB's Rail Industrial Access policy. The project scores 52 points. Projects must reach a 50-point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 301 new rail cars annually.
- The minimum threshold for carloads is 301 carloads annually.
- The Applicant commits to 1 new jobs.
- The Applicant's new 360-foot and 1,115-foot rehabilitated rail spurs will divert approximately 1,023 trucks from Virginia highways per year.
- The total capital investment in the facility is estimated at \$2.9M.
- The total railroad track construction cost is estimated at \$430,000.
- There will be a claw-back provision in the grant Agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2024 Industrial, Airport, and Rail Access Fund

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

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

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 14, 2024

MOTION

Made By: _____ Seconded By:

Action:

Title: Bridge Naming: “Senior Airman Ricky L. Merritt Bridge”

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Campbell County Board of Supervisors has requested, by resolution dated March 5, 2024, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life, service and ultimate sacrifice of Senior Airman Ricky L. Merritt, name the bridge on northbound U.S. Route 29, over Route 626, Lynch Road, Campbell County as the “Senior Airman Ricky L. Merritt Bridge”; and

WHEREAS, Campbell County, by resolution dated March 5, 2024, has agreed to be responsible for payment of all sign costs billed by the Virginia Department of Transportation calling attention to this naming, which will include the costs to produce, place, and maintain the signs; and

WHEREAS, § 33.2-213 provides that 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 northbound U.S. Route 29, over Route 626, Lynch Road, Campbell County, as the “Senior Airman Ricky L. Merritt Bridge”.

Resolution of the Board
Bridge Naming: "Senior Airman Ricky L. Merritt Bridge"
May 14, 2024
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 Campbell County for these costs as required by law.

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CTB Decision Brief

Bridge Naming: "Senior Airman Ricky L. Merritt Bridge"

Issue: Commemorative naming, at the request of Campbell County, of the bridge on northbound U.S. Route 29, over Route 626, Lynch Road, Campbell County as the "Senior Airman Ricky L. Merritt Bridge".

Facts: The Campbell County Board of Supervisors enacted a resolution on March 5, 2024, to honor the life, service, and ultimate sacrifice of Senior Airman Ricky L. Merritt to his country and his community.

According to that resolution, Mr. Merritt was a graduate of Altavista High School where he was a star athlete on the football team as well as a member of the track team.

Mr. Merritt was noted for his respectful demeanor, kindness, and generosity.

Senior Airman Ricky L. Merritt's young life was cut short on August 17, 1996, when the Air Force C-130H he was aboard struck a mountain range destroying the aircraft and taking the lives of all eight members of the crew.

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 northbound U.S. Route 29, over Route 626, Lynch Road, Campbell County, will be known as the "Senior Airman Ricky L. Merritt Bridge". In accordance with law, and by resolution dated March 5, 2024, Campbell 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 has not received any public comments on this proposal.

At the regular meeting of the Campbell County Board of Supervisors held on the 5TH day of March 2024 in the Board of Supervisors Meeting Room of the Haberer Building, Rustburg, Virginia, on motion of Supervisor Lawton, the following resolution was adopted:

**RESOLUTION IN HONOR OF
SENIOR AIRMAN RICKY L. MERRITT.**

WHEREAS, Senior Airman Ricky L. Merritt served his Country until his tragic death on August 17, 1996; and

WHEREAS, Senior Airman Ricky L. Merritt was a graduate of Altavista High School; and

WHEREAS, Senior Airman Ricky L. Merritt was a star athlete on the Altavista High School football team as well as a member of the track team; and

WHEREAS, Senior Airman Ricky L. Merritt's young life was cut short when the Air Force C-130H he was aboard struck a mountain range destroying the aircraft and taking the lives of all eight members of the crew; and


WHEREAS, Senior Airman Ricky L. Merritt was noted for his respectful demeanor, kindness and generosity;

NOW, THEREFORE, BE IT RESOLVED, the Campbell County Board of Supervisors hereby recognizes Senior Airman Ricky L. Merritt for his service to his country; and

BE IT FURTHER RESOLVED, the Campbell County Board of Supervisors authorizes staff to work with the Virginia Department of Transportation and local Virginia delegation to prepare the appropriate resolution and documentation to have the bridge on northbound U. S. Route 29, over Route 626, Lynch Road, in Campbell County dedicated to Senior Airman Ricky L. Merritt pursuant to Virginia Code §33.2-213; and

BE IT FURTHER RESOLVED, that the Board of Supervisors hereby expresses its commitment to supporting the costs of producing, placing, and maintaining the sign bearing the name of Senior Airman Ricky L. Merritt and to taking any other action needed in support of this petition to the Commonwealth.

The vote was: Aye: Brown, Cline, Dowdy, Hardie, Lawton, Watts
Nay: None
Absent: Carwile


CATHERINE H. MOORE
CLERK TO THE BOARD OF SUPERVISORS

Campbell County

626

US 29

Proposed Bridge Naming
"Senior Airman Ricky L. Merritt
Bridge"

Lynch Road

43

Town of
Altavista



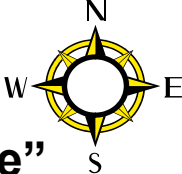
Virginia Department of Transportation
Maintenance Division

CTB MEETING: May 14, 2024

Campbell County

Proposed Bridge Naming:

"Senior Airman Ricky L. Merritt Bridge"





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 5

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

May 14, 2024

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: FY2024-2029 Six-Year Improvement Program Transfers
March 16, 2024 through April 19, 2024

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 Fiscal Years 2024-2029 Program on June 21, 2023; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 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 Six-Year Improvement Program of projects and programs for Fiscal Years 2024 through 2029 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

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

Resolution of the Board
FY2024-2029 Six-Year Improvement Program Transfers
For March 16, 2024 through April 19, 2024
May 14, 2024
Page 2 of 2

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

FY2024-2029 Six-Year Improvement Program Transfers

March 16, 2024 through April 19, 2024

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 21, 2023, 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 2024 through 2029 (the Program) 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 Program consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from March 16, 2024 through April 19, 2024 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 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

**Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers Requiring Approval**

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	Fredericksburg	FRED. DIST. - TRAFFIC SIGNAL MUTCD COMPL. UPGRADES (PE ONLY), RIVERSIDE MANOR CONNECTOR -- SIDEWALKS, TRENCH WIDENING / RUMBLE STRIP - GLOUCESTER (NHS)	113423, 113838, 122822	Fredericksburg	PED SIGNALS / ACTUATED WARNING DEVICES - DISTRICTWIDE NNHS	122825	Open Container Funds - Statewide (CNF221), Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$213,919	\$1,040,119	\$1,183,153	25.9%	Transfer of surplus funds recommended by District and Traffic Operations Division from a completed, an underway and a scheduled project to a scheduled project.
	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Salem	Hickok Street Improvements	113136	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$2,126,787	\$5,114,233	\$2,987,445	71.2%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to award an underway project.
	Salem	Orange Market Park and Ride/Parking Lot Improvements, Roanoke MPO Regional STP (RSTP) Balance Entry, Tinker Creek Trail Extension Phase 2A	T24579, 104126, 110101	Salem	Greenway Connection – Riverland Road	119586	RSTP : Roanoke (CF2M40), RSTP Match : Roanoke (CS2M41)	\$1,180,499	\$2,378,909	\$1,198,410	98.5%	Transfer of surplus funds recommended by District and MPO from a scheduled project, District RSTP Balance Entry line item and an underway project to a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers not Requiring Approval

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	Fredericksburg	FREDERICKSBURG DGP DEALLOCATION BALANCE ENTRY	T21762	Fredericksburg	#SMART20 - ROUTE 360/619 INTERSECTION IMPROVEMENTS	115727	DGP - NHPP (GF1100), DGP - NHPP Soft Match (GF1101), DGP - State (GS0100)	\$231,191	\$1,531,191	\$1,531,191	17.8%	Transfer of surplus funds recommended by the District from the District DGP Deallocation Balance Entry line item to fund a completed project.
B	Fredericksburg	DISTRICTWIDE - TRENCH WIDENING (TOP 100 SEGMENTS)	117572	Fredericksburg	PEDESTRIAN UPGRADES - LEELAND RD - PH 2 (DEACON TO JULIAN)	119106	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101)	\$86,385	\$4,283,907	\$4,283,907	2.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from a completed project to a scheduled project.
C	Fredericksburg	TRENCH WIDENING / RUMBLE STRIP - GLOUCESTER (NHS)	122822	Fredericksburg	DISTRICT-WIDE TRENCH WIDENING / SPOTSY / STAFFORD - NON NHS	122821	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$140,472	\$1,687,472	\$1,687,472	9.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
D	Fredericksburg	TRENCH WIDENING / RUMBLE STRIP - GLOUCESTER (NHS)	122822	Fredericksburg	TRENCH WIDENING/RUMBLE STRIPS - SALUDA (NON-NHS)	122823	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$125,834	\$2,520,834	\$1,882,511	5.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
E	Fredericksburg	TRENCH WIDENING / RUMBLE STRIP - GLOUCESTER (NHS)	122822	Fredericksburg	TRENCH-WIDENING / RUMBLE STRIPS - NORTHERN NECK (NNHS)	122826	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$624,926	\$4,186,726	\$4,186,725	17.5%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
F	Hampton Roads	Traffic Signal System Retiming	102867	Hampton Roads	Traffic Signal System Retiming's Phase II	109410	CMAQ: Hampton Roads (CNF214), Local Project Contributions – Urban (NOP723)	\$260,311	\$1,578,859	\$1,578,859	19.7%	Transfer of surplus funds recommended by District and MPO from a completed project to an underway project.
G	Statewide	Statewide SYIP Update Balance Entry	T1179	Hampton Roads	HAMPTON ROADS EXPRESS LANE, SEGMENT 4A-4B	119824	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$1,500,000	\$136,611,494	\$145,303,759	1.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to award an underway project.
H	Hampton Roads	#SGR24LP - WHALEYVILLE BLVD (133,2573)	123392	Hampton Roads	#SGR24LP - WHALEYVILLE BOULEVARD (133,2572)	123374	Local Project Contributions - Urban (NOP723), SGR Paving State (SSP700)	\$74,419	\$455,300	\$455,300	19.5%	Transfer of surplus funds recommended by District and Local Assistance Division from a cancelled project to a scheduled project.
I	Hampton Roads	#SGR24LP - WHALEYVILLE BLVD (133,2573)	123392	Hampton Roads	#SGR24LP - WHALEYVILLE BOULEVARD (133, 2570)	123375	Local Project Contributions - Urban (NOP723), SGR Paving State (SSP700)	\$74,419	\$462,900	\$462,900	19.2%	Transfer of surplus funds recommended by District and Local Assistance Division from a cancelled project to a scheduled project.
J	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry, #SGR24LP - WHALEYVILLE BLVD (133,2573)	T9587, 123392	Hampton Roads	#SGR24LP - WHALEYVILLE BOULEVARD (133, 2569)	123382	Local Project Contributions - Urban (NOP723), SGR - State (SS0100), SGR Paving State (SSP700)	\$74,419	\$455,300	\$455,300	19.5%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item and a cancelled project to fund a scheduled project.
K	Hampton Roads	#SGR24LP - WHALEYVILLE BLVD (133,2573)	123392	Hampton Roads	#SGR24LP - WHALEYVILLE BOULEVARD (133, 2571)	123391	Local Project Contributions - Urban (NOP723), SGR Paving State (SSP700)	\$74,419	\$486,000	\$486,000	18.1%	Transfer of surplus funds recommended by District and Local Assistance Division from a cancelled project to a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report
Transfers not Requiring Approval

Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
L	Statewide	IOEP - OPERATIONS PLAN SYIP BALANCE ENTRY	124578	Northern Virginia	#I95CIP Detour Rt 1 Communication upgrades Fairfax County	120522	I-95 Corridor Funds - NHPP Federal (CF9910), I-95 Corridor Funds - NHPP Softmatch (CF9911)	\$501,131	\$3,048,853	\$3,048,853	19.7%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide IOEP - Operations Plan SYIP Balance Entry line item to a scheduled project.
M	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Northern Virginia	#BF - CLOSE JOINTS WITH MINOR REPAIRS ON 5 BRIDGES ON I-395	121702	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$743,934	\$6,413,528	\$6,413,528	13.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to scheduled project.
N	Statewide	STATEWIDE HPP DEALLOCATION BALANCE ENTRY	T21770	Richmond	#SMART18 - I-95 Aux Lanes (nb & sb) b/w Rte. 288 & Rte. 10	111466	HPP - State (HS0100)	\$210,690	\$31,890,934	\$28,286,994	0.7%	Transfer of surplus funds recommended by District from the Statewide HPP Deallocation Balance Entry line item to award an underway project.
O	Salem	CARBON REDUCTION PROGRAM BALANCE ENTRY - ROANOKE, Tinker Creek Trail Extension Phase 2A	T27910, 110101	Salem	Roanoke River Greenway through Explore Park	113567	Carbon Roanoke Allocation-Federal (CFRM40), Carbon Roanoke Allocation-Soft Match (CFRM41), RSTP : Roanoke (CF2M40), RSTP Match : Roanoke (CS2M41)	\$154,243	\$4,449,551	\$4,295,308	3.6%	Transfer of surplus funds recommended by District and MPO from the District Carbon Reduction Program Balance Entry line item and an underway project to a scheduled project.
P	Salem	#SGR Salem - VDOT SGR Paving - Balance Entry	T13517	Salem	#SGR22VP FY22 Plant Mix Carroll Co. Primaries	118860	SGR Formula Discretionary - State (CSSGR9), SGR Paving State (SSP700)	\$154,876	\$2,055,707	\$2,055,707	8.1%	Transfer of surplus funds recommended by District and Maintenance Division from the Salem - VDOT SGR Paving Balance Entry line item to a completed project.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 14, 2024

MOTION

Made By: _____ **Seconded By:** _____

Action: _____

Title: SMART SCALE Project Budget Increase for Widen East Elden Street from Monroe Street to Fairfax County Parkway (UPC 50100) in the Town of Herndon

WHEREAS, the Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed; and

WHEREAS, the Board's SMART SCALE Project Prioritization Process further provides that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested; and

WHEREAS, section 33.2-214 requires projects funded wholly or partially with funds from the State of Good Repair Program pursuant to section 33.2-369, the High Priority Projects Program pursuant to section 33.2-370, the Highway Construction District Grant Programs pursuant to section 33.2-371, the Interstate Operations and Enhancement Program pursuant to

Resolution of the Board

SMART SCALE Project Budget Increase for Widen East Elden Street from Monroe Street to Fairfax County Parkway (UPC 50100) in the Town of Herndon

May 14, 2024

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section 33.2-372, or capital projects funded through the Virginia Highway Safety Improvement Program pursuant to section 33.2-373 in the Six-Year Improvement Program to be fully funded within the six-year horizon of the Six-Year Improvement Program; and

WHEREAS, the Widen East Elden Street from Monroe Street to Fairfax County Parkway (UPC 50100) project (the Project) was submitted for consideration by the Town of Herndon and selected for \$26,096,621 in funding through the High Priority Projects Program in the second round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, at application, the Project had a total cost of \$43,995,010 with the Town of Herndon leveraging \$17,898,389 in additional funding;

WHEREAS, the Project demonstrated benefits primary related to land use and received a score of 5.69 resulting in a rank of 20 out of 21 projects selected for funding in the Northern Virginia District;

WHEREAS, the Project is being administered by the Virginia Department of Transportation (VDOT), has thus far incurred expenditures of approximately \$17,522,760, and is in the right of way phase; and

WHEREAS, while efforts were pursued to construct a utility duct bank along East Elden Street to accommodate underground utility. The duct bank portion of the project was advertised, it was not awarded due to budget shortfalls resulting in project delays; and

WHEREAS, delays have exacerbated increases in the estimate due to inflation and updated unit prices. Eliminating scope will not result in significant cost savings the since right of way has already been acquired; and

WHEREAS, since application, the Town has committed an additional \$11,612,073 in leveraged funding; and

WHEREAS, the Project's cost estimate is currently \$71,240,514, resulting in a shortfall of \$15,633,431; and

WHEREAS, the Project is recommended to receive an additional \$321,321 in Regional Surface Transportation Program (RSTP) funds and an additional \$10,812,110 in Revenue Sharing state and local match in the Draft FY2025-2030 SYIP; and

WHEREAS, while the Project was originally funded with High Priority Projects Program funding, it is also eligible for Highway Construction District Grant Program funds because it was submitted by the Town for funding consideration through SMART SCALE; and

Resolution of the Board

SMART SCALE Project Budget Increase for Widen East Elden Street from Monroe Street to Fairfax County Parkway (UPC 50100) in the Town of Herndon

May 14, 2024

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WHEREAS, VDOT recommends Board approval of a SMART SCALE budget increase of \$4,500,000 using surplus Northern Virginia District Highway Construction District Grant Program funds (UPC -21765); and

WHEREAS, taking into consideration the proposed SMART SCALE budget increase, the Project was re-scored resulting in a revised score of 4.86 and no corresponding change in rank.

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the SMART SCALE budget increase for the Project of \$4,500,000 using surplus Northern Virginia District Highway Construction District Grant Program funds (UPC -21765), is approved.

####

CTB Decision Brief

SMART SCALE Project Budget Increase for the Widen East Elden Street from Monroe Street to Fairfax County Parkway (UPC 50100) in the Town of Herndon

Issue: The Widen East Elden Street from Monroe Street to Fairfax County Parkway (UPC 50100) project (the Project) was submitted for consideration by the Town of Herndon and selected for \$26,096,621 in funding through the High Priority Projects Program in the second round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Process. Since the Project was selected for funding through SMART SCALE, estimated Project costs have increased and the Virginia Department of Transportation (VDOT) is seeking Board approval of a SMART SCALE budget increase of \$4,500,000 using surplus Northern Virginia District Highway Construction District Grant Program funds (UPC -21765)

Facts: The Board's SMART SCALE Prioritization Process, last approved December 4, 2023 and as revised January 16, 2024, provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.

Item VI.2 of the Board's SMART SCALE Prioritization Process states that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

The Project demonstrated benefits related primarily to land use and received a score of 5.69 resulting in a rank of 20 out of 21 projects selected for funding in the Northern Virginia District.

The Project is administered by the Virginia Department of Transportation (VDOT) and is in the right of way phase. Thus far, the Project has incurred an estimated \$17,522,760 in expenditures.

Efforts were pursued to construct a utility duct bank to provide underground utility accommodations and while the duct bank portion of the project was advertised, it was not awarded due to budget shortfalls resulting in significant project delays. Delays have exacerbated increases due to inflation and updated unit prices and eliminating scope will not result in significant cost savings since right of way has already been acquired.

Since application, the Town has committed in addition to the \$17,898,389 originally committed, an additional \$11,612,073 in leveraged funding. The Project's cost estimate is currently \$71,240,514, resulting in a shortfall of \$15,633,431. The Project is recommended to receive an additional \$321,321 in Regional Surface Transportation Program (RSTP) funds and an additional \$10,812,110 in Revenue Sharing state and local match for the Project in the Draft FY2025-2030

SYIP. While the Project was originally funded under SMART SCALE with High Priority Projects Program funding, it is also eligible for Highway Construction District Grant Program funds because the Town submitted the SMART SCALE application.

Taking into consideration the proposed SMART SCALE budget increase, the Project was re-scored resulting in a revised score of 4.86 with no corresponding change in rank.

On April 16, 2024, VDOT fully briefed the Board on this matter and recommends Board approval of a SMART SCALE budget increase of \$4,500,000 using surplus Northern Virginia District Highway Construction District Grant Program funds (UPC -21765).

Recommendation: Approval of a SMART SCALE budget increase of \$4,500,000 using surplus Northern Virginia District Highway Construction District Grant Program funds (UPC -21765).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the SMART SCALE budget increase.

Result, if Approved: If approved, funds will be transferred so that the project can advance.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

May 14, 2024

MOTION

Made By: _____ **Seconded By:** _____

Action: _____

Title: SMART SCALE Project Budget Increase for Intersection Improvements at US 58 and Robinson Ferry Road (UPC 119687) in Brunswick County

WHEREAS, the Board's SMART SCALE Project Prioritization Process last approved December 4, 2023 and as revised January 16, 2024, provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed; and

WHEREAS, the Board's SMART SCALE Project Prioritization Process further provides that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested; and

WHEREAS, section 33.2-214 requires projects funded wholly or partially with funds from the State of Good Repair Program pursuant to section 33.2-369, the High Priority Projects Program pursuant to section 33.2-370, the Highway Construction District Grant Programs pursuant to section 33.2-371, the Interstate Operations and Enhancement Program pursuant to

Resolution of the Board

SMART SCALE Project Budget Increase for Intersection Improvements at US 58 and Robinson Ferry Road (UPC 119687) in Brunswick County

May 14, 2024

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section 33.2-372, or capital projects funded through the Virginia Highway Safety Improvement Program pursuant to section 33.2-373 in the Six-Year Improvement Program to be fully funded within the six-year horizon of the Six-Year Improvement Program; and

WHEREAS, the Intersection Improvements at US 58 and Robinson Ferry Road (UPC 119687) project (the Project) was submitted for consideration by Brunswick County and selected for \$4,260,602 in funding through the Highway Construction District Grant Program in the fourth round of the prioritization process pursuant to section 33.2-214.1; and

WHEREAS, the Project demonstrated benefits related to safety and received a score of 5.21 resulting in a rank of 13 out of 19 projects selected for funding in the Richmond District;

WHEREAS, on May 24, 2023, the Board approved a budget increase of \$227,356 due to updated unit costs and inflation; and

WHEREAS, the Project is administered by the Virginia Department of Transportation (VDOT), thus far has incurred expenditures of approximately \$322,999 and is in the process of closing scoping in preparation for upcoming public involvement activities; and

WHEREAS, due to design refinements necessary to ensure functionality of all intersection movements, the Project's cost estimate is currently \$5,920,953; resulting in a shortfall of \$1,432,995; and

WHEREAS, VDOT recommends Board approval of a SMART SCALE budget increase of \$1,432,995 using surplus Richmond District Highway Construction District Grant Program funds (UPC -21766); and

WHEREAS, taking into consideration both the previous and proposed SMART SCALE budget increases, the Project was re-scored resulting in a revised score of 3.75 and a reduction in rank to 17 out of 19.

NOW THEREFORE BE IT RESOLVED, by the Commonwealth Transportation Board, that the SMART SCALE budget increase of \$1,432,995 for the Project, using surplus Richmond District Highway Construction District Grant Program funds (UPC -21766), is approved.

#####

CTB Decision Brief
**SMART SCALE Project Budget Increase for Intersection Improvements at US 58 and
Robinson Ferry Road (UPC 119687) in Brunswick County**

Issue: The Intersection Improvements at US 58 and Robinson Ferry Road (UPC 119687) project (the Project) was submitted for consideration by Brunswick County and selected for \$4,260,602 in funding through the Highway Construction District Grant Program in the fourth round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Process. On May 24, 2023, the Board approved a SMART SCALE budget increase of \$227,356 for the Project due to updated unit costs and inflation. Due to design refinements necessary to ensure functionality of all intersection movements, the Project's cost estimate has increased to \$5,920,953; resulting in a shortfall of \$1,432,995. The Virginia Department of Transportation (VDOT) is seeking Board approval of a SMART SCALE budget increase of \$1,432,995 for the Project using surplus Richmond District Highway Construction District Grant Program funds (UPC -21766).

Facts: The Board's SMART SCALE Prioritization Process, last approved December 4, 2023 and as revised January 16, 2024, provides that a project that has been selected for funding must be re-scored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.

Item 12.a. of the Board's SMART SCALE Prioritization Process states that if an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:

- i. Total Cost Estimate <\$5 million: 20% increase in funding requested
- ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
- iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

The Intersection Improvements at US 58 and Robinson Ferry Road (UPC 119687) project was submitted for consideration by Brunswick County and selected for \$4,260,602 in funding through the Highway Construction District Grant Program in the fourth round of the Commonwealth Transportation Board's (Board) SMART SCALE Prioritization Process. The Project demonstrated benefits related to safety and received a score of 5.21 resulting in a rank of 13 out of 19 projects selected for funding in the Richmond District

On May 24, 2023, the Board approved a SMART SCALE budget increase of \$227,356 for the Project due to updated unit costs and inflation.

The Project is administered by the Virginia Department of Transportation (VDOT) and is in the process of closing scoping in preparation for upcoming public involvement activities. Thus far, the Project has incurred an estimated \$322,999 in expenditures. Due to design refinements

necessary to ensure functionality of all intersection movements, the Project's cost estimate has increased to \$5,920,953; resulting in a shortfall of \$1,432,995.

Taking into consideration both the previous and proposed SMART SCALE budget increases, the Project was re-scored resulting in a revised score of 3.75 and a reduction in rank to 17 out of 19.

On April 16, 2024, VDOT fully briefed the Board on this matter and recommends Board approval of a SMART SCALE budget increase of \$1,432,995 using surplus Richmond District Highway Construction District Grant Program funds (UPC -21766).

Recommendation: Approval of a SMART SCALE budget increase of \$1,432,995 using surplus Richmond District Highway Construction District Grant Program funds (UPC -21766).

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the SMART SCALE budget increase.

Result, if Approved: If approved, funds will be transferred so that the project can advance.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None