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
September 17, 2025
8:30 a.m.. or upon adjournment of the September 16, 2025, Workshop Meeting if that meeting carries over to September 17, 2025.

Public Comments:

Approval of Minutes:

July 16, 2025

MAINTENANCE DIVISION: ***Presenting: Robbie Prezioso, State Maintenance Engineer***

1. Action on Commemorative naming, at the request of Buchanan County, of the bridge on Route 611, Greenbrier Road, over Greenbrier Creek, Buchanan County, as the "Sergeant Godfred Blankenship Memorial Bridge" located within the Bristol District.

2. Action on Commemorative naming, at the request of Accomack County, of the section of State Route 316, from the northern town limit of the Town of Parksley to the Shoremain Drive intersection in the Town of Bloxom, as the "David R. Chew, Jr. Memorial Road" located within the Hampton Roads District.

INFRASTRUCTURE INVESTMENT DIVISION: ***Presenting: Kimberly Pryor, Division Director***

3. Action on FY2026-2031 Six-Year Improvement Program Transfers June 21, 2025 through August 15, 2025.

4. Action on Addition of Projects to the Six-Year Improvement Program For Fiscal Years 2026-2031.

LOCAL ASSISTANCE DIVISION: ***Presenting: Angel Deem, Chief of Policy***

5. Action on Virginia Byway Designation, Route 675, Two Segments in Shenandoah County, Located in the Staunton District.

6. Action on Economic Development Access to Rivanna Futures; Project ECON-002-061, Albemarle County located in the Culpeper District.

LOCATION AND DESIGN: ***Presenting: Emmett Heltzel, State Location & Design Engineer***

7. Action on Limited Access Control Changes for Route 620 (Braddock Road) Multimodal Improvements at I-495 Fairfax County located in the Northern Virginia District.

8. Action on Proposed Limited Access Control Changes I-95/Opitz Boulevard Sidewalk at Sentara Hospital Prince William County located in the Northern Virginia District.

9. Action on Location Approval for the Berkmar Drive Extended (Route 1403) and Airport Road (Route 649) Connector Road, Albemarle County located in the Culpeper District.

FINANCIAL PLANNING DIVISION: ***Presenting: Laura Farmer, Chief Financial Officer***

10. Action on Approval and Authorization for the Commissioner of Highways to Execute a TIFIA Direct Agreement Between the Virginia Department of Transportation, the Hampton Roads Transportation Accountability Commission, and the United States Department of Transportation for the Hampton Roads Express Lanes Network.

VIRGINIA PASSENGER RAIL AUTHORITY

Presenting: DJ Stadtler
Executive Director

11. Action on FY26-31 Capital Plan Amendment.

TRAFFIC OPERATIONS DIVISION

Presenting: Mark Cole
Director

12. Action on Adoption of Virginia Manual on Uniform Traffic Control Devices and Virginia Work Area Protection Manual, Adoption of Regulatory Amendments, and Completion of Periodic Regulatory Review.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

13. Bids.

NEW BUSINESS:

ADJOURNMENT:

# # #

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 1

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 17, 2025

MOTION

Made By: Seconded By:

Action:

Title: Bridge Naming: "Sergeant Godfred Blankenship Memorial Bridge"

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Buchanan County Board of Supervisors has requested, by resolution dated August 4, 2025, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life, service to his community and country, and ultimate sacrifice of Sergeant Godfred Blankenship, name the bridge on Route 611, Greenbrier Road, over Greenbrier Creek, Buchanan County, as the "Sergeant Godfred Blankenship Memorial Bridge"; and

WHEREAS, Buchanan County, by resolution dated August 4, 2025, 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 Route 611, Greenbrier Road, over Greenbrier Creek, Buchanan County, as the "Sergeant Godfred Blankenship Memorial Bridge".

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

####

CTB Decision Brief

Bridge Naming: "Sergeant Godfred Blankenship Memorial Bridge"

Issue: Commemorative naming, at the request of Buchanan County, of the bridge on Route 611, Greenbrier Road, over Greenbrier Creek, Buchanan County, as the "Sergeant Godfred Blankenship Memorial Bridge".

Facts: The Buchanan County Board of Supervisors enacted a resolution on August 4, 2025, to honor the life, service to his community and country, and ultimate sacrifice of Sergeant Godfred Blankenship.

According to that resolution, Sergeant Blankenship was born at Vicey, Virginia in Buchanan County on April 28, 1938. He enlisted in the United States Marine Corps and obtained the rank of Sergeant. His military occupation or specialty was a Riflemen in the 1st Marine Division, 1st Recon Battalion and 1st Force.

Sergeant Blankenship is remembered for his heroic achievement in connection with operations in the Republic of Vietnam from January 4 to March 25, 1967, as a reconnaissance platoon sergeant and patrol leader with the First Force Reconnaissance Company, Fleet Marine Force. He participated in numerous reconnaissance patrols deep into enemy territory, exhibiting an extraordinary degree of professional skill and sound judgment, which credited his unit with many significant sightings and gathering of valuable intelligence information.

His knowledge of the jungle, personal courage, and calm decisiveness, while on patrol in January 1967, contributed materially to the success of the venture, when his unit was hit by Viet Cong fire. Sergeant Blankenship's team returned fire, killing three of the enemy before they could withdraw. He then led part of his patrol further into the area, capturing weapons, documents, medical supplies and rations, after which he saw to the safe helicopter extraction of his team.

While on another patrol in the Danang area on January 11, 1967, while he and four other members of his team were wounded by a booby trap in the patrol landing zone, he assisted in control of his team and the medical evacuation of the more seriously wounded.

On March 25, 1967, Sergeant Godfred Blankenship was mortally wounded by an enemy mine while on patrol south of Danang. His outstanding courage and devotion to duty were in keeping with the highest traditions of the United States Marine Corps.

During his brave and gallant service, Sergeant Blankenship received the following awards and decorations: Bronze Star, Purple Heart, Combat Action Ribbon, Marksmanship Badge, National Defense Service Medal, Vietnam Campaign Medal, Vietnam Service Medal, Marine Corps Presidential Unit Citation and Vietnam Gallantry Cross.

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

Result if Approved: The bridge on Route 611, Greenbrier Road, over Greenbrier Creek, Buchanan County, will be known as the "Sergeant Godfred Blankenship Memorial Bridge". In accordance with law, and by resolution dated August 4, 2025, Buchanan 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.

BUCHANAN COUNTY BOARD OF SUPERVISORS

Craig Stiltner, Chairman
Rocklick District
Tim Hess, Vice-Chairman
Hurricane District
Lee Dotson
North Grundy District
David Rose
Prater District
Jeff Cooper
Garden District
G. Roger Rife
South Grundy District
Trey Adkins
Knox District

Robert Craig Horn
County Administrator

Lawrence L. Moise, III Esq.
County Attorney

August 12, 2025

Erica Miller, Residency Administrator
Virginia Dept. of Transportation
P. O. Box 127
Lebanon, VA 24266

RE: Resolution

Dear Erica:

A regular meeting of the Buchanan County Board of Supervisors was held on Monday the 4th day of August 2025. Upon motion by David Rose seconded by G. Roger Rife and with a roll call vote of seven (7) yeas and zero (0) nays, this board did hereby adopt the attached Resolution requesting the (VDOT) naming the VDOT bridge on State Route 611 near the intersection of State Route 611 and State Route 608, located in the Prater Magisterial District in Buchanan County as the ***"Sergeant Godfred Blankenship Memorial Bridge".***

If you have any questions, please don't hesitate to contact me. Thank you.

Sincerely,

Robert C Horn

Robert Craig Horn, County Administrator

Administrative Office, 4447, Suite 310, Slate Creek Road, GRUNDY, VIRGINIA 24614
www.buchanancountyonline.com
Telephone (276) 935-6503
Fax: (276) 935-4479

Resolution

RE: Highway Naming the VDOT Bridge on State Route 611 near the intersection of State Route 611 and State Route 608, located in the Prater Magisterial District *in "Buchanan County" as the "Sergeant Godfred Blankenship Memorial Bridge"*

WHEREAS, Sergeant *Godfred Blankenship was born at Vicey, Virginia in Buchanan County, Va. on April 28th, 1938; and*

WHEREAS, Sergeant. *Blankenship enlisted in the United States Marine Corps and entered the service via Regular Military. Sergeant Blanekshihp had the rank of Sergeant and his military occupation or specialty was Rifleman, unit/group 1st Marine Division, 1st Recon Battalion and 1st Force.*

WHEREAS, Sergeant Blankenship received the following awards and decorations during his service in the United State Marine Corps: Bronze Star, Purple Heart, Combat Action Ribbon, Marksmanship Badge, National Defense Service Medal, Vietnam Campaign Medal, Vietnam Service Medal, Marine Corps Presidential Unit Citation and Vietnam Gallantry Cross.

WHEREAS, Sergeant Blankenship is remembered for his heroic achievement in connection with operations in the Republic of Vietnam from January 4th, to March 25th, 1967 as a reconnaissance platoon sergeant and patrol leader with the First Force Reconnaissance Company, Fleet Marine Force. Sergeant Blankenship participated in numerous reconnaissance patrols deep into enemy territory, Sergeant Blankenship exhibited an extraordinary degree of professional skill and sound judgment which credited his unit with many significant sightings and gathering of valuable intelligence information. His knowledge of the jungle, personal courage and calm decisiveness, while on patrol in January 1967 contributed materially to the success of the venture, when his unit was hit by Viet Cong fire. His team returned fire killing three of the enemy before they could withdraw. He then led part of his patrol further into the area capturing weapons, documents, medical supplies and rations after which he saw to the safe helicopter extraction of his team. While on another patrol in the Danang area on 11 January 1967, although he and four other members of his team were wounded by a booby trap in the patrol landing zone, he assisted in control of his team and the medical evacuation of the more seriously wounded. On 25 March 1967 he was mortally wounded by an enemy mine while on patrol south of Danang. Sergeant Blankenship's outstanding courage and devotion to duty were in keeping with the highest traditions of the Marine Corps and the United States Naval Service. He gallantly gave his life for his country. *and*

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

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

NOW, THEREFORE, BE IT RESOLVED, that Buchanan County Board of Supervisors, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board name the VDOT Bridge on State Route 611 near the intersection of State Route 611 and State Route 608, located in the Prater Magisterial District *in Buchanan County, Va. as the "Sergeant Godfred Blankenship Memorial Bridge"*;

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

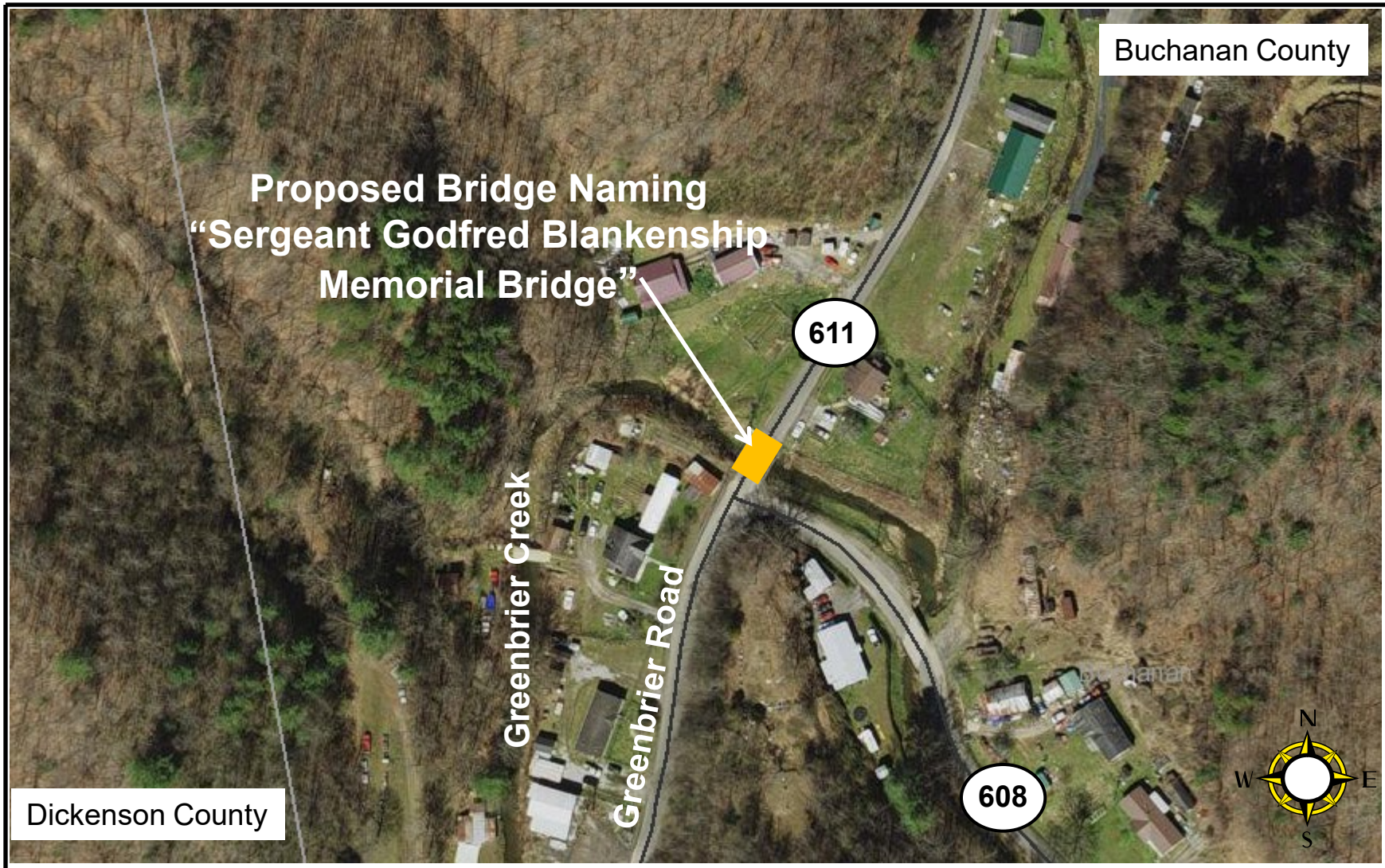
This resolution was adopted this the 4th day of August, 2025 by the Buchanan County, Va., Board of Supervisors.

Recorded Vote:
Moved by: David Bose
Seconded by: G. Roger Reese
Yeas: 7
Nays: 0

Craig Stiltner, Chairman of the
Buchanan County, Va. Board of Supervisors

ATTEST:

Robert Craig Horn, County Administrator



VDOT
Virginia Department of Transportation
Maintenance Division

CTB MEETING: September 17, 2025

Buchanan County

Proposed Bridge Naming:

"Sergeant Godfred Blankenship Memorial Bridge"

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

September 17, 2025

MOTION

Made By: Seconded By:

Action:

Title: Highway Naming: "David R. Chew, Jr. Memorial Road"

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Accomack County Board of Supervisors has requested, by resolution dated March 19, 2025, that the Commonwealth Transportation Board (CTB), to honor and memorialize the life, service to his community, and ultimate sacrifice of David R. Chew, Jr., name the section of State Route 316, from the northern town limit of the Town of Parksley to the Shoremain Drive intersection in the Town of Bloxom, as the "David R. Chew, Jr. Memorial Road"; and

WHEREAS, Accomack County, by resolution dated March 19, 2025, 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, the Town Council of the Town of Bloxom has expressed their support of this naming in a resolution dated May 27, 2025; 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 section of State Route 316, from the northern town limit of the Town of Parksley to the Shoremain Drive intersection in the Town of Bloxom, as the "David R. Chew, Jr. Memorial Road".

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

####

CTB Decision Brief

Highway Naming: "David R. Chew, Jr. Memorial Road"

Issue: Commemorative naming, at the request of Accomack County, of the section of State Route 316, from the northern town limit of the Town of Parksley to the Shoremain Drive intersection in the Town of Bloxom, as the "David R. Chew, Jr. Memorial Road".

Facts: The Accomack County Board of Supervisors enacted a resolution on March 19, 2025, to honor the life, service to his community and ultimate sacrifice of David R. Chew, Jr.

Additionally, the Town Council of the Town of Bloxom passed a resolution supporting this naming on May 27, 2025.

According to the Accomack County resolution, Mr. Chew successfully built his career beginning in March 2001 with the Bloxom Volunteer Fire Company, reaching the rank of Lieutenant. He served the County of Accomack as a Fire Fighter and as an EMT, faithfully, for 11 years, until he lost his life in the line of duty while faithfully serving the County on July 16, 2012, at the age of 30.

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 section of State Route 316, from the northern town limit of the Town of Parksley to the Shoremain Drive intersection in the Town of Bloxom will be known as the "David R. Chew, Jr. Memorial Road". In accordance with law, and by resolution dated March 19, 2025, Accomack 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.

ELECTION DISTRICT 1
WILLIAM J. "BILLY" TARR
CHINCOTEAGUE, VA 23336

ELECTION DISTRICT 2
ROGER L. DEGEORGES
ATLANTIC, VA 23303

ELECTION DISTRICT 3
VANESSA KAY JOHNSON
SANFORD, VA 23426

ELECTION DISTRICT 4
JEFFREY A. PARKS, SR.
PARKSLEY, VA 23421

ELECTION DISTRICT 5
CALVIN L. WASHINGTON, SR.
MODEST TOWN, VA 23412

COUNTY OF ACCOMACK

BOARD OF SUPERVISORS

23296 Courthouse Ave – Room 203 | P.O. Box 388 | Accomac, Virginia 23301

(757) 787-5700 | administration@co.accomack.va.us

www.co.accomack.va.us

ELECTION DISTRICT 6
ROBERT D. CROCKETT
ONANCOCK, VA 23417

ELECTION DISTRICT 7
H. "JACKIE" PHILLIPS
CHAIR
ONLEY, VA 23418

ELECTION DISTRICT 8
DONALD L. HART, JR.
KELLER, VA 23401

ELECTION DISTRICT9
C. RENETA MAJOR
PAINTER, VA 23306
VICE-CHAIR

Resolution

Memorial naming of Route 316, from the northern town limit of Parksley to the Shoremain Drive Intersection, in the Town of Bloxom as the David R. Chew, Jr. Memorial Road.

WHEREAS, David R. Chew, Jr. served the County of Accomack as a Fire Fighter and as an EMT, faithfully, for 11 years, until his death on July 16, 2012, at the age of 30; and

WHEREAS, Mr. Chew successfully built his career beginning in March 2001 with the Bloxom Volunteer Fire Company reaching the rank of Lieutenant; and

WHEREAS, Mr. Chew lost his life while on the job due to an accident; and

WHEREAS, the Accomack County Board of Supervisors does recognize the service of Mr. Chew and that his death occurred while he was faithfully serving the County; and

WHEREAS, the Board does see fit, at the request of Mr. Chew's family, to have a section of road within the County of Accomack memorialized in honor of Mr. Chew to recognize his sacrifice; and

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

WHEREAS, prior to memorializing a state highway or other state facility for someone other than a state official, Section 33.2-213 of the Code of Virginia requires a resolution from the governing body of the locality within which the state highway or other facility is located; and

WHEREAS, Section 33.2-213 provides that the Virginia Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the CTB and requires that

the costs of producing, placing, and maintaining such signs shall be paid by the localities in which they are located.

NOW, THEREFORE, BE IT RESOLVED, that Accomack County, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board memorialize the section of Route 316 from the Town of Parksley's northern town limit to the Shoremain Dr. intersection, in the Town of Bloxom as the David R. Chew, Jr. Memorial Road.

BE IT FURTHER RESOLVED, that Accomack County agrees to be responsible for the costs of producing, placing, and maintaining the signs calling attention to this naming;

BE IT FURTHER RESOLVED, that Accomack County will recover the cost of fabricating all signs associated with this requested action from the Chew family who has voluntarily agreed to reimburse the County for this expense;

BE IT FURTHER RESOLVED, that a certified copy of this resolution be forwarded to the Commonwealth Transportation Board.

VOTE:

AYES: 8

NAYS: 0

ABSENT: 1

By: _____
H. Jackie Phillips, Chairman

Dated: 03/21/2025

I hereby certify that the foregoing is a true and correct copy of the Resolution approved March 19, 2025, at a meeting of the Accomack County Board of Supervisors, Accomack County, Virginia.

A COPY TESTE:

_____
Michael T. Mason, County Administrator and Secretary to the Board

Mayor
Chris Kreisl

Vice Mayor
Thomas Beasley

Town of Bloxom

26129 Shoremain Drive
PO Box 217
Bloxom, VA 23308
757-665-4315
clerk@bloxom.org

Town Council

Sam Bloxom
Jody Bagwell
Kasey Bagwell
Rosemary Gibbons
Charles Roe

Resolution

Memorial naming of Route 316, from the Northern town limit of Parksley to the Shoremain Drive Intersection, in the Town of Bloxom as the David R. Chew, Jr. Memorial Road.

WHEREAS, David R. Chew, Jr. served the County of Accomack as a Fire Fighter and as an EMT, faithfully, for 11 years, until his death on July 16, 2012, at the age of 30; and

WHEREAS, Mr. Chew successfully built his career beginning in March 2001 with the Bloxom Volunteer Fire Company reaching the rank of Lieutenant; and

WHEREAS, Mr. Chew lost his life while on the job due to an accident; and

WHEREAS, the Town of Bloxom does recognize the service of Mr. Chew and that his death occurred while he was faithfully serving the Town and Accomack County; and

WHEREAS, the Town Council does see fit, at the request of Mr. Chew's family, to have a section of road within the County of Accomack memorialized in honor of Mr. Chew to recognize his sacrifice; and

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

WHEREAS, prior to memorializing a state highway or other state facility for someone other than a state official, Section 33.2-213 of the Code of Virginia requires a resolution from the governing body of the locality within which the state highway or other facility is located; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Town of Bloxom, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board memorialize the section of Route 316 from the Town of Parksley's Northern town limit to the Shoremain Drive intersection, in the Town of Bloxom as the David R. Chew Jr. Memorial Road.

BE IT FURTHER RESOLVED, that Accomack County agrees to be responsible for the costs of producing, placing, and maintaining the signs calling attention to this naming.

BE IT FURTHER RESOLVED, that Accomack County will recover the cost of fabricating all signs associated with this requested action from the Chew family who has voluntarily agreed to reimburse the County for this expense.

BE IT FURTHER RESOLVED, that a certified copy of this resolution be forwarded to the Commonwealth Transportation Board.

VOTE: AYES __5___ NAYS __0___ ABSE NT__0___

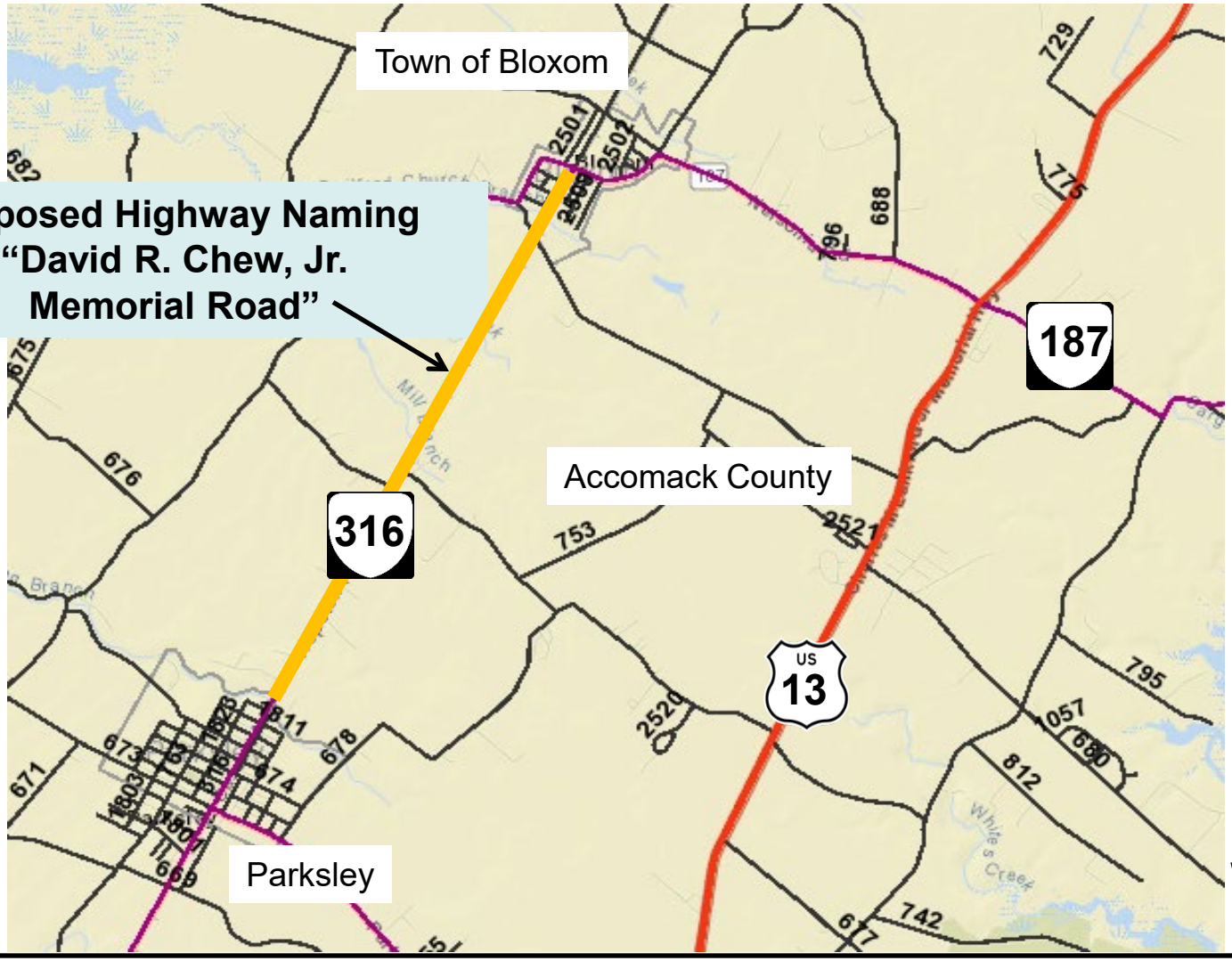
Town of Bloxom

By: _____ Date: ___5/27/2025_____
Chris Kreisl, Mayor

I hereby certify that the foregoing is a true and correct copy of the Resolution approved _____May 27th _____, 2025, at a meeting of the Town of Bloxom Council, Bloxom, VA.

Notary: Charlotte Jeanette Eby Date: ___5/27/2025 _____

CHARLOTTE JEANETTE EBY
Notary Public
Commonwealth of Virginia
Registration No. 7600190
My Commission Expires 6/30/26



Virginia Department of Transportation

Maintenance Division

CTB MEETING: September 17, 2025

Town of Bloxom
Accomack County

Proposed Highway Naming:

"David R. Chew, Jr. Memorial Road"

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 # 3

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 17, 2025

MOTION

Made By:_____ Seconded By:_____

Action:_____

Title: FY2026-2031 Six-Year Improvement Program Transfers
June 21, 2025 through August 15, 2025

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. After due consideration, the Board adopted a Fiscal Years 2026-2031 Program on June 24, 2025; 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 2026 through 2031 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 2026 through 2031 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

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

FY2026-2031 Six-Year Improvement Program Transfers
June 21, 2025 through August 15, 2025

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 24, 2025, 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 2026 through 2031 (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 June 21, 2025 through August 15, 2025 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

Attachment A - 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
1	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Bristol	#BF I-81 Bridge Rehab Bundle - Smyth County	121244	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	$ 1,359,606	$ 7,922,606	$ 7,922,606	20.7%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a scheduled project.
2	Bristol, Statewide	CITY OF BRISTOL - SYSTEMIC SAFETY IMPROVEMENTS, STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	122928, 70700	Bristol	TOWN OF WYTHEVILLE-PEDESTRIAN SAFETY IMPROVEMENTS	122923	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 283,158	$ 1,154,422	$ 1,154,422	32.5%	Transfer of surplus funds recommended by District and Traffic Operations Division from an underway project and the Statewide Highway Safety Balance Entry line item to a scheduled project.
3	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	TOWN OF LEBANON - SYSTEMIC SAFETY IMPROVEMENTS	122929	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 67,261	$ 188,064	$ 188,064	55.7%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Safety Balance Entry line item to a scheduled project.
4	Bristol, Statewide	BRISTOL DGP DEALLOCATION BALANCE ENTRY, STATEWIDE PTF FUND BALANCE ENTRY	T21760, T29646	Bristol	#SMART22-INT. IMP. US 11 & OLD AIRPORT RD; WIDEN US 11 E & W	124241	DGP Supplemental (HB1414), Priority Transportation Funds: Access PTF (CNS246)	$ 1,504,481	$ 40,462,910	$ 40,462,910	3.9%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry and Statewide PTF Balance Entry line items to fund a scheduled project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
Subtotal Bristol District								**$ 3,214,506**				
5	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	#SGR17VB - Replace Denbigh Blvd BR over I-64 and CSX RR	93077	CTB Formula - Bridge State (BE - CS0110), Federal NHS - Interstate (CNF331), NHPP Statewide 80/20 (CF1100), NHPP Statewide 80/20 Soft Match (CF1101), NHPP Statewide 90/10 (CF1100) , NHPP Statewide 90/10 Soft Match (CF1101) , NHS State Match (CNB044), STP Bridge (CF2200), STP Bridge Soft Match (CF2201), STP Statewide 80/20 (CF2100), STP Statewide Soft Match 80/20 (CF2101)	$ 6,652,812	$ 41,501,057	$ 41,501,057	19.1%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a completed project.
6	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Hampton Roads	Main Street-Upg.to Cant.Flashing Lights & 4QD Gates w Interc	112920	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	$ 1,476,787	$ 2,134,833	$ 2,134,833	>100%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Rail Safety Balance Entry line item to fund an underway project.
7	Hampton Roads	Westhaven Bicycle Improvements	102985	Hampton Roads	Install Emergency Vehicle Preemption Software & Hardware	113830	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	$ 185,649	$ 723,981	$ 723,981	34.5%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a scheduled project.

Attachment A - 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
8	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714	Hampton Roads	VICTORY BOULEVARD SHARED USE PATH	119281	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	$ 3,482,688	$ 3,886,818	$ 3,886,818	>100%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to fund a scheduled project.
9	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-133-CITY OF SUFFOLK 3067 HOLLAND BYP	128099	SGR - State (SS0100)	$ 433,515	$ 433,515	$ 433,515	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
10	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 121 CITY OF NEWPORT NEWS 1110 FORT EUSTIS BLVD	128100	Local Project Contributions - Urban (NOP723), SGR - State (SS0100)	$ 1,134,000	$ 1,134,000	$ 1,134,000	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
11	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 121 CITY OF NEWPORT NEWS 1133 JEFFERSON AVE	128101	Local Project Contributions - Urban (NOP723), SGR - State (SS0100)	$ 2,866,000	$ 2,866,000	$ 2,866,000	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
12	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 134 CITY OF VA BEACH 3185 DIAMOND SPRINGS ROAD	128102	SGR - State (SS0100)	$ 89,166	$ 89,166	$ 89,166	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
13	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 134 CITY OF VIRGINIA BEACH 3186 DIAMOND SPRINGS RD	128103	Local Project Contributions - Urban (NOP723), SGR - State (SS0100)	$ 1,307,422	$ 1,324,717	$ 1,324,717	>100%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
14	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 134 CITY OF VIRGINIA BEACH 3187 DIAMOND SPRINGS RD	128104	SGR - State (SS0100)	$ 603,412	$ 603,412	$ 603,412	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
15	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 114-CITY OF HAMPTON 675 PEMBROKE AVENUE	128105	SGR - State (SS0100)	$ 764,325	$ 764,325	$ 764,325	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.

Attachment A - 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
16	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-122-CITY OF NORFOLK 1375 PRINCESS ANNE RD	128106	SGR - State (SS0100)	$ 220,761	$ 220,761	$ 220,761	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
17	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP -122-CITY OF NORFOLK 1365 PRINCESS ANNE RD	128107	SGR - State (SS0100)	$ 143,299	$ 143,299	$ 143,299	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
18	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-114 CITY OF HAMPTON 593 TODDS LN	128108	SGR - State (SS0100)	$ 584,337	$ 584,337	$ 584,337	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
19	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-114 CITY OF HAMPTON 594 TODDS LN	128109	SGR - State (SS0100)	$ 514,653	$ 514,653	$ 514,653	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
20	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 131-CITY OF CHESAPEAKE 2457 MOSES GRANDY TRAIL	128110	SGR - State (SS0100)	$ 156,303	$ 156,303	$ 156,303	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
21	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 131-CITY OF CHESAPEAKE 2459 MOSES GRANDY TRAIL	128111	SGR - State (SS0100), SGR Formula Discretionary - State (CSSGR9)	$ 130,184	$ 130,184	$ 130,184	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
22	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 131-CITY OF CHESAPEAKE 2460 MOSES GRANDY TRAIL	128112	SGR - State (SS0100)	$ 325,420	$ 325,420	$ 325,420	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
23	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 131-CITY OF CHESAPEAKE 2461 MOSES GRANDY TRAIL	128113	SGR - State (SS0100)	$ 194,524	$ 194,524	$ 194,524	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.

Attachment A - 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
24	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 131-CITY OF CHESAPEAKE 2480 MOSES GRANDY TRAIL	128114	SGR - State (SS0100)	$ 420,600	$ 420,600	$ 420,600	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
25	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 131-CITY OF CHESAPEAKE 2481 MOSES GRANDY TRAIL	128115	SGR - State (SS0100)	$ 33,057	$ 33,057	$ 33,057	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
26	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 131-CITY OF CHESAPEAKE 2482 MOSES GRANDY TRAIL	128116	SGR - State (SS0100)	$ 298,135	$ 298,135	$ 298,135	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
27	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 131-CITY OF CHESAPEAKE 2483 MOSES GRANDY TRAIL	128117	SGR - State (SS0100)	$ 381,364	$ 381,364	$ 381,364	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
28	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP 122- CITY OF NORFOLK 13662 PRINCESS ANNE ROAD	128118	SGR - State (SS0100)	$ 579,327	$ 579,327	$ 579,327	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
29	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-122-CITY OF NORFOLK 1376 PRINCESS ANNE RD	128119	SGR - State (SS0100)	$ 59,861	$ 59,861	$ 59,861	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
30	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-122-CITY OF NORFOLK 1377 PRINCESS ANNE RD	128120	SGR - State (SS0100)	$ 656,661	$ 656,661	$ 656,661	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
31	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-122-CITY OF NORFOLK 1366 PRINCESS ANNE RD	128121	SGR - State (SS0100)	$ 193,387	$ 193,387	$ 193,387	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.

Attachment A - 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
32	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-122-CITY OF NORFOLK 1367 PRINCESS ANNE RD	128122	SGR - State (SS0100)	$ 62,115	$ 62,115	$ 62,115	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
33	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-122-CITY OF NORFOLK 1368 PRINCESS ANNE RD	128123	SGR - State (SS0100)	$ 39,131	$ 39,131	$ 39,131	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
34	Hampton Roads	#SGR Hampton Roads-Local SGR Paving-Balance Entry	T9587	Hampton Roads	#SGR26LP-122-CITY OF NORFOLK 1370 PRINCESS ANNE RD	128124	SGR - State (SS0100)	$ 45,458	$ 45,458	$ 45,458	100.0%	Transfer of surplus funds recommended by the District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to fund a scheduled project.
Subtotal Hampton Roads District								**$ 24,034,353**				
35	Lynchburg	TLRR25 - DISTRICTWIDE SELECT TREE REMOVAL, TLRR25 DISTRICTWIDE FY26 SELECT TREE REMOVAL	125988, 125989	Lynchburg	TLRR25 DISTRICTWIDE FY27 SELECT TREE REMOVAL	125991	Access PTF (CNS246), VA Safety State - State (CS3SS0)	$ 2,299,231	$ 2,299,231	$ 2,299,231	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from a canceled project and a scheduled project to fund a scheduled project.
36	Lynchburg	#SGR26LP BUS RTE 460 WBL - PLANT MIX REHAB (12623)	127542	Lynchburg	#SGR26LP BUS RTE 460 EBL - PLANT MIX REHAB (12625)	127543	SGR - State (SS0100)	$ 492,067	$ 492,067	$ 492,067	100.0%	Transfer of surplus funds recommended by District and Local Assistance Division from a scheduled project to fund a scheduled project.
Subtotal Lynchburg District								**$ 2,791,298**				
37	Northern Virginia	ITS INTEGRATION - PHASEIII	106563	Northern Virginia	ITS INTEGRATION - PHASE IV	106562	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11)	$ 1,300,000	$ 9,424,274	$ 9,424,274	16.0%	Transfer of surplus funds recommended by District and MPO from a completed project to an underway project.
38	Northern Virginia	SUDLEY MANOR DRIVE/RT 234 INTERCHANGE	T29184	Northern Virginia	UNIVERSITY BLVD EXTENSION (DEVLIN RD TO WELLINGTON RD)	118313	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	$ 10,685,000	$ 116,576,147	$ 120,053,736	10.1%	Transfer of surplus funds recommended by District and MPO between scheduled projects.
39	Northern Virginia	#SGR Northern Virginia-VDOT SGR Bridge-Balance Entry	T13917	Northern Virginia	#SGR21VB(FED ID 11288) BRDG REHAB - RTE 699 OVER W&OD TRAIL	118817	SGR Bridge State (SSB700)	$ 833,973	$ 3,520,625	$ 3,314,656	31.0%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to a scheduled project.
40	Northern Virginia	COMMUTER SERVICES PROGRAM FY25-FY27	T24287	Northern Virginia	S GEORGE MASON DR. MULTIMODAL IMPROVEMENTS	T29276	CMAQ : Northern Virginia (CF5M10), CMAQ Match : Northern Virginia (CS5M11)	$ 2,549,030	$ 3,630,258	$ 13,596,000	>100%	Transfer of surplus funds recommended by District and MPO from an underway project to a scheduled project.
Subtotal Northern Virginia District								**$ 15,368,003**				

Attachment A - 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
41	Richmond	SYSTEMIC IMPROVEMENTS - RAISED CROSSINGS/LEFT TURN LANE HARD	125534	Richmond	SYSTEMIC IMPROVEMENTS - LEFT TURN LANE HARDENING	123020	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 785,929	$ 1,374,633	$ 1,374,633	>100%	Transfer of surplus funds recommended by District and Traffic Operations Division between scheduled projects.
Subtotal Richmond District								**$ 785,929**				
42	Salem	#SGR Salem - Local SGR Paving - Balance Entry	T9648	Salem	#SGR23LP - MARTINSVILLE - PRIMARY EXTENSION - ADA	123113	SGR - State (SS0100)	$ 357,458	$ 633,379	$ 633,379	56.4%	Transfer of surplus funds recommended by District and Local Assistance Division from the District SGR Local Paving Balance Entry line item to a scheduled project.
43	Salem	FY 23 Curve Delineation, HSIP - CURVE DELINEATION - SALEM	120899, 127487	Salem	TWO LANE RURAL ROAD PROGRAM	125595	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 824,808	$ 2,324,808	$ 2,324,808	55%	Transfer of surplus funds recommended by District and Traffic Operations Division from a completed and a cancelled project to fund a scheduled project.
Subtotal Salem District								**$ 1,182,266**				
44	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Staunton	Youngs Drive, Phase II Rural Addition - Warren County	112959	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	$ 297,331	$ 782,331	$ 782,331	61.3%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to a scheduled project.
45	Staunton	STAUNTON DGP DEALLOCATION BALANCE ENTRY	T21768	Staunton	#SMART22 - US 11 SOUTH OF STAUNTON STARS IMPROVEMENTS	119641	DGP - State (GS0100), DGP - STP <5K (GF2700), DGP - STP <5K Soft Match (GF2701)	$ 214,592	$ 3,559,411	$ 3,740,937	6.4%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to fund a scheduled project. Cumulative DGP change exceeds threshold and requires CTB approval. See attachment B.
46	Statewide	STATEWIDE TAP BALANCE ENTRY- UNALLOCATED	70466	Staunton	21ST STREET GATEWAY STREETSCAPE ENHANCEMENT	121167	Local Funds for Enhancement Projects (NPL206), Project Contributions - Misc, TAP 5k-50K Federal (CF6500), TAP Statewide (CF6100)	$ 458,593	$ 1,883,843	$ 1,883,843	32.2%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide TAP Balance Entry line item to a scheduled project.
Subtotal Staunton District								**$ 970,516**				
Grand Total								**$ 48,346,871**				

Attachment A - 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	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	TOWN OF ABINGDON - SYSTEMIC SAFETY INITATIVES	122925	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 85,625	$ 697,565	$ 697,565	14.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Safety Balance Entry line item to a scheduled project.
B	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	CITY OF NORTON - SYSTEMIC SAFETY IMPROVEMENTS	122927	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 21,475	$ 343,020	$ 343,020	6.7%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Safety Balance Entry line item to a scheduled project.
Subtotal Bristol District								**$ 107,100**				
C	Statewide	#SS - SPECIAL STRUCTURES FUND	T25409	Fredericksburg	#SS - GWYNN'S ISLAND ELECTRICAL MECHANICAL STRUCTURAL REHAB	116216	Special Structures Fund - State (SSF000)	$ 524,555	$ 11,254,215	$ 11,254,215	4.9%	Transfer of surplus funds recommended by District and Asset Management Division from a completed project to fund a completed project.
D	Fredericksburg	FREDERICKSBURG DISTRICT CMAQ BALANCE ENTRY	70712	Fredericksburg	PTF ONVILLE ROAD IMPROVEMENTS	120635	CMAQ : Fredericksburg (CF5MA0), CMAQ Match : Fredericksburg (CS5MA1)	$ 397,518	$ 29,234,923	$ 29,234,923	1.4%	Transfer of surplus funds recommended by District and MPO from the District CMAQ Balance Entry line item to a scheduled project.
Subtotal Fredericksburg District								**$ 922,073**				
E	Hampton Roads	MARINER'S MUSEUM MULTI-PURPOSE TRAIL	83254	Hampton Roads	#ITTF - Citywide Signal System Upgrade	107058	CMAQ Federal - Urban : Hampton Roads MPO (CNF214), CMAQ Match - Urban : Hampton Roads MPO (CNS214)	$ 47,580	$ 1,910,000	$ 1,910,000	2.5%	Transfer of surplus funds recommended by District and MPO from a completed project to fund an underway project.
Subtotal Hampton Roads District								**$ 47,580**				
F	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	SAFETY PRESCOPING - LYNCHBURG	109817	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	**$ 83,071**	$ 3,850,000	$ 3,850,000	2.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to an underway project.
Subtotal Lynchburg District								**$ 83,071**				
G	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), I-95 Corridor Funds - State (CS9195)	$ 44,429	$ 3,786,091	$ 3,741,662	1.2%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Interstate Operations Enhancement Program Balance Entry line item to a scheduled project.
H	Statewide	IOEP - OPERATIONS PLAN SYIP BALANCE ENTRY	124578	Northern Virginia	#I95CIP - NOVA SIGNAL CONTROLLERS AND CPU UPGRADES	124720	I-95 Corridor Funds - State (CS9195)	$ 79	$ 656,697	$ 656,697	<1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Interstate Operations Enhancement Program Balance Entry line item to a completed project.
I	Northern Virginia	PURCHASE AND IMPLEMENT DASH SCHEDULING SOFTWARE UPGRADES	117623	Northern Virginia	DASH TECHNOLOGY PH II	T21999	CMAQ Set-Aside (NP5200), CMAQ Set-Aside Match (NP5201), CMAQ TERMS - DRPT (NP5100), CMAQ TERMS Match - DRPT (NP5101)	$ 83,255	$ 3,304,124	$ 3,400,000	2.6%	Transfer of surplus funds recommended by District and MPO from a completed project to a scheduled project.
Subtotal Northern Virginia District								**$ 127,763**				

Attachment A - 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
J	Richmond	RICHMOND TRI-CITIES REGIONAL STP (RSTP) BALANCE ENTRY	70725	Richmond	ASHLAND STREET IMPROVEMENTS - PHASE I	109265	RSTP : Tri-Cities (CF2MB0), RSTP Match : Tri-Cities (CS2MB1)	$ 163,566	$ 3,425,819	$ 3,425,819	5.0%	Transfer of surplus funds recommended by District and MPO from the District RSTP Balance Entry line item to fund a scheduled project.
K	Statewide	INTERSTATE CORRIDOR IMPROVEMENT PLAN SYIP BALANCE ENTRY	115762	Richmond	#I95CIP - I-95 SB - EXIT 53 - EXTEND ACCELERATION LANE	120440	I-95 Corridor Funds - NHPP Federal (CF9910), I-95 Corridor Funds - NHPP Softmatch (CF9911), I-95 Corridor Funds - State (CS9195)	$ 264,480	$ 1,941,314	$ 1,676,353	15.8%	Transfer of surplus funds recommended by District from the Interstate Operations Enhancement Program Balance Entry line item to a scheduled project.
L	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	INSTALL HIGH VISIBILITY BACKPLATES	125538	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 27,462	$ 449,945	$ 449,945	6.5%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to fund a scheduled project.
M	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	RAISED CROSSINGS SYSTEMIC IMPROVS - PED CROSSINGS	127584	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 53,259	$ 748,639	$ 748,639	7.7%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
N	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	PETERSBURG CURVE IMPROVEMENTS	127585	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 10,622	$ 146,446	$ 146,446	7.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
O	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	PETERSBURG FLASHING YELLOW ARROW	127586	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 28,353	$ 399,768	$ 399,768	7.6%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
P	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	PETERSBURG PEDESTRIAN CROSSINGS	127588	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 68,597	$ 1,040,297	$ 1,040,297	7.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
Q	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Richmond	PETERSBURG UNSIGNALIZED INTERSECTION IMPROVEMENTS	127589	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 8,202	$ 108,991	$ 108,991	8.1%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
Subtotal Richmond District								**$ 624,541**				
R	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Salem	Roanoke River Greenway Bridge the Gap Phase II Segment 2	113138	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	$ 12	$ 9,726,032	$ 9,742,096	<1%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to a completed project.
S	Salem	SALEM DGP DEALLOCATION BALANCE ENTRY	T21767	Salem	#SMART22-ORANGE AVENUE (US 460) IMPROVEMENTS-CITY OF ROANOKE	122120	DGP Supplemental (HB1414)	$ 1,108,912	$ 14,950,284	$ 14,950,284	8.8%	Transfer of surplus funds recommended by District from the District DGP Deallocation Balance Entry line item to a scheduled project.

Attachment A - 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
T	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Salem	PEDESTRIAN IMPROVEMENTS - ROUTE 460/LAUREL STREET	122866	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	$ 13,351	$ 1,693,890	$ 1,552,150	0.8%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
Subtotal Salem District								**$ 1,122,275**				
U	Staunton	#HB2.FY17 HIGHWAY CONST DISTRICT GRANT PRGM - STAUNTON	T15991	Staunton	#SMART20 I-81 Exit 291 Northbound Ramp Widening	115129	DGP - State (GS0100)	$ 150,081	$ 931,782	$ 931,782	19.2%	Transfer of surplus funds recommended by District from the District DGP SYIP Balance Entry line item to a scheduled project.
V	Staunton	#SGR Staunton - VDOT SGR Bridge - Balance Entry	T13915	Staunton	#SGR22VB ROUTE 778 BRIDGE AND APPROACHES	117024	SGR Bridge State (SSB700)	$ 219,617	$ 4,789,596	$ 4,789,596	4.8%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the District SGR VDOT Bridge Balance Entry line item to a scheduled project.
W	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Staunton	#BF - Staunton Bridge Painting - Off System	124211	Bridge Formula - Off System Allocation-Federal (CFB750), Bridge Formula - Off System Allocation-Soft Match (CFB751)	$ 250,656	$ 5,010,218	$ 4,759,562	5.3%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the Statewide SYIP Balance Entry line item to a scheduled project.
Subtotal Staunton District								**$ 620,354**				
Grand Total								**$ 3,654,757**				

Attachment B

SMART SCALE Highway Construction District Grant Greater than Threshold Transfers

Line Item on Threshold Report: 4

CTB Member Concurrence: Fowlkes, Bristol District

Project Information	Original Application	Current
District	Bristol	
Project Description	UPC 124241/110799/119428 #SMART22-INT. IMP. US 11 & OLD AIRPORT RD; WIDEN US 11 E & W	
Organization	City of Bristol	
SMART SCALE Round	2 (UPC 110799) and 4 (UPC 119428) Projects were consolidated with non-SMART SCALE UPC 120636 for delivery under UPC 124241	
Scope	Improve intersection at Route 11 and Old Airport Road and widen Route 11 Eastern and Western sections from the intersection with Old Airport Road	
Benefits	Congestion Mitigation, Safety, Accessibility, Economic Development, Environment	
Score	UPC 110799 5.45 UPC 119428 1.5	
Rank	UPC 110799 2/9 UPC 119428 17/17	
SMART SCALE Budget	UPC 110799 $3,279,000 (DGP) UPC 119428 $13,616,787 (DGP)	$25,562,755 (DGP) Greater than threshold DGP transfers approved May 2023
Other Funds	UPC 120636 $13,395,677 (PTF)	UPC 120636 $13,395,677 (PTF)
Total Allocations	UPC 110799 $3,279,000 UPC 119428 $13,616,787	$38,958,429
Total Cost	UPC 110799 $3,279,000 UPC 119428 $13,616,787	$40,462,910
Shortfall		$1,504,481

Project Information	Original Application	Current
Expenditures		$1,999,858
Status		Project is VDOT administered and is ready release of the Request for Proposals as a design build procurement.
Justification		The increase was attributed to a redesign of the project's sidewalk and its repositioning from the north side of Lee Highway to the south. This relocation impacts more private business owners and utilities than originally planned, however, it limits the department's exposure to a number of risks. These include impacting unknown and unmarked graves, eliminating the need for the construction of a retaining wall, and reducing risks associated with possibly damaging some large oak trees that are north of Lee Highway.
Proposed SMART SCALE Budget Increase		UPC 110799 increase of $284,334 (DGP) for a total revised SMART SCALE budget of $9,900,209, resulting in a revised score of 1.80 and change in rank to 7/9. UPC 119428 increase of $969,400 (DGP) for a total revised SMART SCALE budget of $16,916,280, resulting in a revised score of 1.21 and no change in rank. Remaining shortfall of $250,747 is associated with non-SMART SCALE UPC 120636 and will be funded with PTF.

Line Item on Threshold Report: 45

CTB Member Concurrence: Good, Staunton District

Project Information	Original Application	Current
District	Staunton	
Project Description	UPC 119641 #SMART22 - US 11 SOUTH OF STAUNTON STARS IMPROVEMENTS	
Organization	Augusta County	
SMART SCALE Round	4	
Scope	Add a raised median and sidewalk, revise signal phasing, and implement systemic signal safety and operational improvements	
Benefits	Congestion Mitigation, Safety, Economic Development	
Score	9.09	
Rank	9/22	
SMART SCALE Budget	$2,556,277 (DGP)	$2,972,188 (DGP) Within threshold budget increase processed
Other Funds	NA	$372,631 (Safety)
Total Allocations	$2,556,277	$3,344,819
Total Cost	$2,556,277	$3,740,937
Shortfall		$396,118
Expenditures		$624,146
Status		Project is VDOT administered and is ready to advance to the right of way phase.
Justification		Estimate increased as a result of significant design adjustment following the public hearing to address business owner concerns along with additional costs for drainage elements.

Project Information	Original Application	Current
Proposed SMART SCALE Budget Increase		Increase of $214,592 (DGP) for a total revised SMART SCALE budget of $3,186,780 DGP, resulting in a revised score of 7.29 and reduction in rank to 10/22. The remaining shortfall of $181,526 is within the contingency on the project and will be addressed, if needed at advertisement/award.

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 4

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 17, 2025

MOTION

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

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2026-2031

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

WHEREAS, after due consideration the Board adopted a 2026-2031 Program on June 24, 2025; and

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

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

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

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

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

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the projects shown in the Appendix are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2026 through 2031 and are approved.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation are authorized to enter into agreements for respective programmed projects for Fiscal Year 2026 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the Commissioner of Highways and the Director of the Department of Rail and Public Transportation or their designees, in order to effectively maximize the use of federal transportation funds, are hereby delegated the authority to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

####

CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2026 – 2031

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

Facts: The CTB must adopt a Program of anticipated projects and programs by July 1st of each year in accordance with § 33.2-214(B) of the *Code of Virginia*. On June 24, 2025, after due consideration, the CTB adopted FY 2026-2031 Program.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2026–2031.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to add the projects listed in Appendix A to the Program for FY 2026–2031 to meet the CTB's statutory requirements.

Result, if Approved: If the resolution is approved, the projects listed in Appendix A will be added to the Program for FY 2026-2031. In addition, the resolution will authorize the Commissioner of Highways and the Director of the Department of Rail and Public Transportation to enter into agreements for respective programmed projects for Fiscal Year 2026 and prior within the Six-Year Improvement Program satisfactory to the Commissioner and the Director, to the extent otherwise consistent with authorities set forth in the Code of Virginia. The resolution also authorizes the Commissioner of Highways and the Director of the Department of Rail and Public Transportation or their designees, in order to effectively maximize the use of federal transportation funds, to enter into federal grant agreements with federal entities that fund, in whole or in part, respective programmed projects.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None.

Appendix A
Amendments to the FY2026-2031 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
1	126286	Salem	Districtwide	9999	SWRO On-Call Regional Signal/ITS Contract	$4,516,324	$4,516,324	$0	ITS, Safety	Yes
2	128173	Fredericksburg	King George County	0218	2026 Plant Mix-Primary Trench Widening-Rte. 218	$619,110	$619,110	$0	Safety	Yes
3	128174	Fredericksburg	Westmoreland County	0003	2027 Plant Mix-Primary Trench Widening-Rte. 3	$665,948	$665,948	$0	Safety	Yes
4	128175	Fredericksburg	Lancaster County	0003	2026 Plant Mix-Primary Trench Widening-Rte. 218	$715,390	$715,390	$0	Safety	Yes
5	128177	Fredericksburg	Northumberland County	0360	2026 Plant Mix-Primary Trench Widening-Rte. 360	$371,905	$371,905	$0	Safety	Yes
6	128178	Fredericksburg	Stafford County	0001	2026 Plant Mix-Primary Trench Widening-Rte. 1	$136,509	$136,509	$0	Safety	Yes
7	128179	Fredericksburg	Spotsylvania County	0738	2026 Plant Mix-Secondary Trench Widening-Rte. 738	$1,225,909	$1,225,909	$0	Safety	Yes
Total						**$8,251,095**	**$8,251,095**	**$0**		

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 5

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 17, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Virginia Byway Designation – Route 675 – Two Segments in Shenandoah County

WHEREAS, under the authority of §33.2-405 of the *Code of Virginia* (1950), as amended, the Commonwealth Transportation Board (CTB) is authorized to designate Virginia Byways in cooperation with the Virginia Department of Conservation and Recreation (DCR) after providing notice and the opportunity for a hearing; and

WHEREAS, it has been determined that the remaining two undesignated road segments of Route 675 in Shenandoah County substantially meet the current Virginia Byway criteria; and

WHEREAS, the procedures required by §33.2-405 have been followed and the views of the citizens and local governing body have been considered; and

WHEREAS, once designated as a Virginia Byway, it is the sense of the CTB that such designation should not limit roadway improvements or maintenance by VDOT or prevent the CTB from exercising its general power and duties to locate, construct, improve and maintain all highways in the Commonwealth.

NOW, THEREFORE BE IT RESOLVED, that Route 675 in Shenandoah County from the West Virginia State line to the intersection with Route 717 (3.31 miles) and Route 675 in Shenandoah County from the Page County line to the intersection with Route 730 (0.36 miles) be designated as Virginia Byways.

BE IT FURTHER RESOLVED, that VDOT is directed to appropriately sign the Virginia Byway as such, ensure that it is included in the statewide inventory, and communicate this action to the Shenandoah County Board of Supervisors.

####

CTB DECISION BRIEF

Virginia Byway Designation – Route 675 – Two Segments – Shenandoah County

Issue: Shenandoah County has requested that the Commonwealth Transportation Board (CTB) designate the remaining two segments of Route 675 in the county as Virginia Byways to complete the designation of the route within the county in its entirety.

Facts: Section 33.2-405 of the *Code of Virginia* authorizes the CTB, in cooperation with the Department of Conservation and Recreation (DCR), to designate Virginia Byways with a resolution of support from the local governing body.

Designating the two segments will complete the designation of Route 675, in its entirety, in Shenandoah County. The route connects travelers to two Civilian Conservation Corps (CCC) campsites: Camp Roosevelt, the first CCC camp in the United States, and Camp Wolf Gap, an all-African American CCC camp. These two camps serve as gateways to trails and campgrounds. In addition to the two camp sites, the routes offer scenic views of Stony Creek, Edinburg Gap, and Fort Valley. Eighty-eight percent of the lands within 1,000 feet of the corridor are zoned A-1 Agricultural District or C-1 Conservation District, which are the most restrictive zoning categories in the county and will help to protect the aesthetic viewshed of the corridor. These attributes provide justification for designation of the two remaining undesignated segments of Route 675 in Shenandoah County.

Further, this action will connect Route 675 to designated byway Route 675 in Page Couty which extends from the Town of Luray to the Shenandoah County line, thereby creating a 28.7-mile designated corridor between the two counties.

If approved, 3.67 miles will be added to the Virginia Byway system bringing the total number of road miles designated as Virginia Byways to 3,612.4.

Recommendation: VDOT recommends that the CTB approve the designation of Route 675 in Shenandoah County from the West Virginia State line to the intersection with Route 717 (3.31 miles) and Route 675 from the Page County line to the intersection with Route 730 (0.36 miles).

Action Required by the CTB: The *Code of Virginia* § 33.2-405 requires the majority vote of the CTB to designate Virginia Byways. A resolution is provided for CTB formal vote.

Result, if Approved: VDOT will install Virginia Byway signs along the route and at each terminus.

Options: Approve, deny, or defer.

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 6

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 17, 2025

MOTION

Made By: _____ Seconded By: _____

Action: _____

Title: Economic Development Access to Rivanna Futures
Project ECON-002-061 – Albemarle 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 … acceptable to the Board be constructed or under firm contract within the time limits of the bond, such bond shall be forfeited"; and

WHEREAS, the Commonwealth Transportation Board's Economic Development Access Fund Policy makes special provision for allocation for Major Employment and Investment (MEI) projects identified by the Virginia Economic Development Partnership, including provision of a separate allocation for the design of plans for a qualifying project; and

WHEREAS, Albemarle County by formal resolution has requested Economic Development Access (EDA) Program funds to design an extension of Boulders Road (Route

1600) into the Rivanna Futures sites, and said extension design is estimated to cost approximately $742,000; 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 $621,000 ($500,000 unmatched and $121,000 matched) of the Economic Development, Airport and Rail Access Fund is allocated to design an extension of Boulders Road (Route 1600), Project ECON-002-061, 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 Albemarle County (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for the:
    a. Plan design of this road construction 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 $121,000, by the LOCALITY for appropriately documented eligible project costs; and
    d. Provision by the LOCALITY of an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, commencing prior to either direct VDOT expenditure of funds or to submission by the LOCALITY to VDOT for reimbursement of LOCALITY expenditures from the Economic Development, Airport and Rail Access Fund, and ending after VDOT approval of the design plans.

####

CTB Decision Brief

Economic Development Access – Albemarle County
Rivanna Futures

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), Albemarle County has requested funds from the EDA Program to assist in improving road access to eligible property within the Rivanna Futures site. 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 addition, the CTB's Economic Development Access Fund Policy makes special provision for design-only Access roadway allocations to localities for Major Employment and Investment (MEI) projects identified by VEDP.

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 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 EDA Program funding prior to the Board's allocation of funds.

The VEDP has confirmed its support in the development of Rivanna Futures as an MEI site. The property, with 172 acres total, has multiple parcels capable of supporting a high-impact regional economic development project with capital investment of at least $250 million and creating more than 400 full-time jobs. The project includes the design of a 0.3-mile-long extension of Boulders Road.

Albemarle County is requesting funding from the Economic Development Access Program to assist in the design of roadway improvements to the Rivanna Futures site. Albemarle County intends to administer the design of the proposed road project. The Albemarle County Board of Supervisors agrees to provide a surety or bond in the amount of the estimated cost of the design of the access road prior to VDOT's authorization of Economic Development Access funds. Albemarle 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.

Recommendation: VDOT recommends the allocation of $621,000 ($500,000 unmatched and $121,000 matched) from the Economic Development, Airport and Rail Access Fund be approved for design 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 Albemarle County will proceed with the EDA road project.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda item # 7

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 17, 2025

MOTION

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

Title: Limited Access Control Changes (LACCs) for Route 620 (Braddock Road) Multimodal Improvements at I-495 Fairfax County

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated Route 413, subsequently renumbered to Interstate 495, to be a Limited Access Highway 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 13, 2007, the CTB approved certain limited access control changes to accommodate the construction, maintenance and operation of the High Occupancy Toll (HOT) Lanes on I-495 (Capital Beltway); and

WHEREAS, State Highway Projects 0620-029-448, 0620-29-548, P101, RW201,202, C501, B602, B603, D-601; UPC# 114627, UPC#119477 (the "Project") provides for construction of multimodal and access management improvements along three miles of Braddock Road (Route 620) from 0.155 miles west of Route 651 (Guinea Road) to 0.045 miles east of Route 2864 (Ravensworth Road) in Annandale, including the I-495 northbound and southbound ramps to Braddock Road eastbound and half a mile of Ravensworth Road between Braddock Road and Heritage Drive; and

WHEREAS, the proposed improvements include intersection enhancements, including at Rolling Road, Burke Lake Road and Wakefield Chapel Road/Danbury Forest Drive; and new and upgraded shared use paths along both sides of Braddock Road; and

WHEREAS, these improvements will impact the existing limited access control lines by requiring (i) a minor outward shift of a short segment of the limited access line on the I-495 Southbound exit ramp, and (ii) an adjustment in the limited access end point, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, the Virginia Department of Transportation (VDOT) held a Design Public Hearing ("Hearing") for the Project, including the current and proposed locations of the limited access lines, on June 2, 2025, between 6:30 pm and 8:30 pm at Lake Braddock Secondary School, 9200 Burke Lake Road, Burke, Virginia 22015, and allowed public input to be collected concerning the request; and

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

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

WHEREAS, VDOT's Northern Virginia District Office has determined, with the Chief Engineer concurring, that the proposed changes in limited access control of I-495 will have no impact on the operation of the I-495 right of way, that the proposed LACC is appropriate from a safety and traffic control standpoint, and that no further traffic analysis is required; and

WHEREAS, VDOT's Northern Virginia District Office reviewed and approved the Braddock Road Multimodal Study dated January 2018 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) approved on January 28, 2021; and

WHEREAS, the Project is located in a non-attainment area for ozone, and in June 2022, the Transportation Planning Board of the Metropolitan Washington Council of Governments adopted a resolution determining that their regional long-range plan and Transportation Improvement Program conformed with the Clean Air Act and those plans were approved by FHWA in August 2022; and

WHEREAS, the proposed Limited Access Control change will accommodate shared use paths in the project area to promote multimodal use, which aligns with the Long-Range Transportation Plan objectives; and

WHEREAS, the Project is in the County of Fairfax and the proposed LACCs are supported by a letter from the Director of the Fairfax County Department of Transportation dated July 18, 2025 (attached); and

WHEREAS, FHWA has provided approval for State Highway Project 0620-029-448, C501, B602, B603, D-601 (UPC 114627) and the proposed LACCs on August 19, 2025; and

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with Va. Code § 33.2-401 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 attached exhibits.

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 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-495 continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations to those shown on the attached exhibits.

BE IT FURTHER RESOLVED, the location of the shared use path within the area designated as limited access and its construction and maintenance is approved as presented at the Hearing and as approved by Fairfax County, as such path may be modified during ongoing design review.

BE IT FURTHER RESOLVED, that pedestrians and bicyclists are authorized to use the proposed shared use path along Braddock Road within the areas designated as limited access.

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

####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Route 620 (Braddock Road) Multimodal Improvements at I-495
Project: 0620-029-448/0620-029-548, PE-101,RW-201, 202, C501, B-602, B-603, D-601
UPC# 114627, UPC# 119477
Fairfax County

Issues: The area designated as limited access previously approved for Interstate 495 needs to be modified to accommodate the multimodal improvements along Braddock Road (Route 620) to provide pedestrian and bicyclist access through the area as a result of a new shared use path that would extend into the existing limited access area. The changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401, and 24 VAC 30-401-10 *et seq*.

Facts:

- Route 413, subsequently renumbered to Interstate 495, located in Fairfax County was designated as a Limited Access Highway by the State Highway Commission, predecessor to the CTB, on October 4, 1956 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."

- On December 13, 2007, the CTB revised the limited access line to accommodate the construction, maintenance and operation of the High Occupancy Toll (HOT) Lanes on I-495 (Capital Beltway).

- State Highway Projects 0620-029-448, 0620-029-548, PE101, RW201,202, C501, B602, B603, D-601 and UPC# 114627, UPC# 119477 ("the Project") provides for construction of multimodal and access management improvements along three miles of Braddock Road (Route 620) from 0.155 miles west of Route 651 (Guinea Rd.) to 0.045 miles east of Route 2864 (Ravensworth Rd.) in Annandale, including the I-495 northbound and southbound ramps to Braddock Road eastbound and half a mile of Ravensworth Road between Braddock Road and Heritage Drive.

- The Project improvements include:
  - Intersection enhancements, including at Rolling Road, Burke Lake Road and Wakefield Chapel Road/Danbury Forest Drive.
  - New and upgraded shared use paths along both sides of Braddock Road.

- The Virginia Department of Transportation (VDOT) held a Design Public Hearing ("Hearing") for the Project, including the current and proposed locations of the limited access lines, on June 02, 2025, between 6:30 pm and 8:30 pm at Lake Braddock Secondary School, 9200 Burke Lake Road, Burke, Virginia 22015, and allowed public input to be collected concerning the request.

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

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

- VDOT's Northern Virginia District Office has reviewed and approved the Braddock Road Multimodal Study dated January 2018 and found that it adequately addresses the impacts from the Project and the proposed LACCs.

- The Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) approved on January 28, 2021.

- The Project is located in a non-attainment area for ozone. Regarding air quality conformity, in June 2022, the Transportation Planning Board of the Metropolitan Washington Council of Governments adopted a resolution determining that their regional long-range plan and Transportation Improvement Program conformed with the Clean Air Act and those plans were approved by FHWA in August 2022.

- The proposed Limited Access Control change will accommodate shared use paths in the project area to promote multimodal use, which aligns with the Long-Range Transportation Plan objectives; and

- The Project is in the County of Fairfax and the proposed LACCs are supported by a letter from the Director of the Fairfax County Department of Transportation dated July 18, 2025 (attached).

- FHWA has provided approval for State Highway Project 0620-029-448, P101, P102 (UPC 114627) and the proposed LACCs on August 19, 2025; and

- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.

- The proposed LACCs are in compliance with Va. Code § 33.2-401 and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 *et seq*.

Recommendations: It is recommended, pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*, that the I-495 corridor in Fairfax County continue to be designated as a limited access control area with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

Action Required by CTB: Va. Code § 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 comply with the resolution and implement the LACCs, and the Braddock Road Multimodal Improvements Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: Approximately three hundred (300) citizens attended the Hearing. VDOT received one hundred six (106) comments. Of the total comments received, thirty-one (31) commenters supported the Project as proposed and presented with modifications, and forty-two (42) opposed the Project. Sixteen (16) commenters provided remarks on certain aspects of the Project without providing support or opposition. Fourteen (14) commenters provided multiple versions of the same and/or expanded comments as well as duplicates between electronically submitted and physically mailed comment forms.

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FOR INDEX OF SHEETS, SEE SHEETS 1B(1), 1B(2)

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (OpenRoads Designer).

ORD Computer Identification Nos. 114627

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

STATE	FEDERAL AID PROJECT	STATE ROUTE	STATE PROJECT	SHEET NO.
VA.	STP-5B01 ( ) See Tabulation Below for Section Numbers	620	(FO) 0620-029-448 (FO) 0620-029-548 See Tabulation Below for Section Numbers	1

FHWA 534 DATA 44044

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA					
URBAN MINOR ARTERIAL - ROLLING - 45 MPH MIN. DES. SPEED					
	Fr: Rte. 652 To: Rte. 651	Fr: Rte. 651 To: Rte. 638	Fr: Rte. 638 To: Rte. 710	Fr: Rte. 710 To: I-495	Fr: I-495 To: Rte. 2864
ADT 2023	32,200	44,300	56,300	61,400	37,200
ADT 2045	34,400	47,300	60,200	65,500	39,800
DHV	2,925	3,640	4,790	5,330	3,290
D (%) (design hour)	58	56	58	71	52
T (%) (design hour)	1	1	1	1	1
V (MPH)	*	*	*	*	*

* See Plan and Profile Sheets for horizontal and vertical curve design speeds.

RTE. 620 (BRADDOCK RD.)
Fairfax County

FROM: 0.155 MI. WEST OF RTE. 651 (GUINEA RD.)
TO: 0.045 MI. EAST OF RTE. 2864 (RAVENSWORTH RD.)

PH PLANS

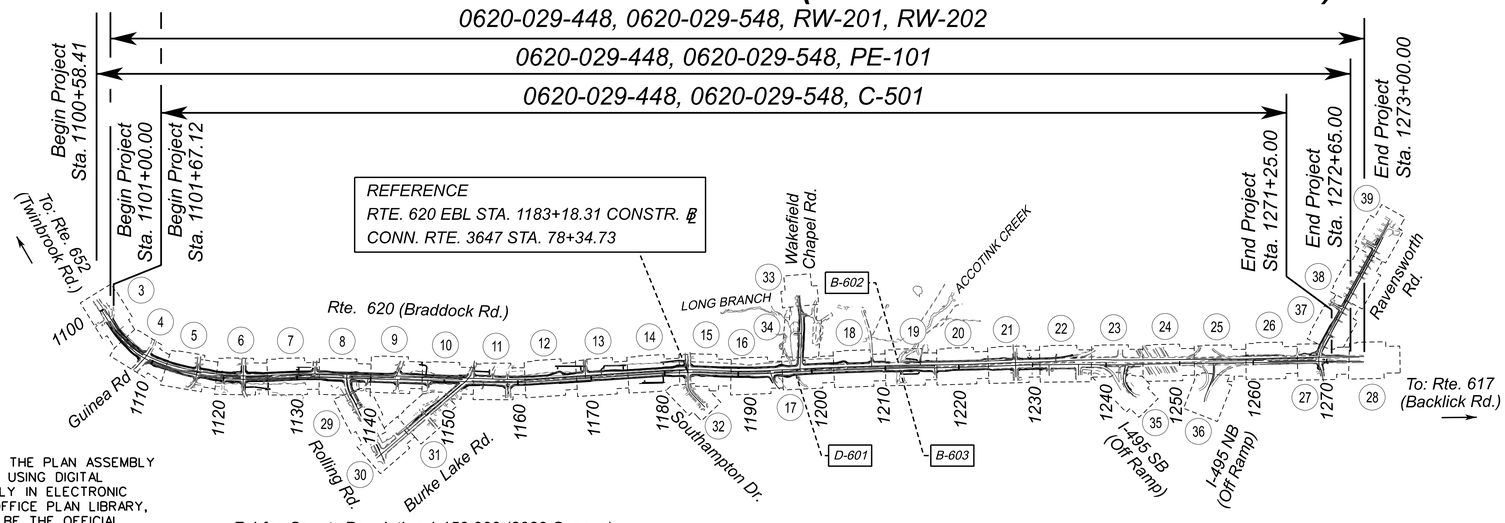
THESE PLANS ARE UNIFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT-OF-WAY SHOWN ON THESE PLANS.

CONVENTIONAL SIGNS

STATE LINE
COUNTY LINE
CITY,TOWN OR VILLAGE
RIGHT OF WAY LINE
FENCE LINE
UNFENCED PROPERTY LINE
FENCED PROPERTY LINE
WATER LINE
SANITARY SEWER LINE
GAS LINE
ELECTRIC UNDERGROUND CABLE
TRAVELED WAY
GUARD RAIL
RETAINING WALL
RAILROADS
BASE OR SURVEY LINE

LEVEE OR EMBANKMENT
BRIDGES
CULVERTS
DROP INLET
POWER POLES
TELEPHONE OR TELEGRAPH POLES
TELEPHONE OR TELEGRAPH LINES
HEDGE
TREES
HEAVY WOODS
GROUND ELEVATION
GRADE ELEVATION



SCALE
0 1000' 2000'

TIER 2 PROJECT

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION	
DATE	DISTRICT PLANNING AND INVESTMENT MANAGER
DATE	DISTRICT PROJECT DEVELOPMENT ENGINEER
APPROVED FOR RIGHT OF WAY ACQUISITION	
DATE	DISTRICT ENGINEER/ADMINISTRATOR

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION	
DATE	PROGRAMMING DIVISION DIRECTOR
DATE	STATE LOCATION AND DESIGN ENGINEER

APPROVED FOR CONSTRUCTION	
DATE	CHIEF ENGINEER

APPROVED	
DATE	DIVISION ADMINISTRATOR FEDERAL HIGHWAY ADMINISTRATION U.S. DEPARTMENT OF TRANSPORTATION

PROJECT MANAGER W. Calvin Britt, P.E. (703) 259-2961 (NOVA District)
SURVEYED BY, DATE Brian P. Fletcher, L.S. (703) 259-2355 (NOVA District), 01/14/2021
DESIGNED BY Philip M. Lohr, P.E. (757) 905-6640 (STV Inc.)
SUBSURFACE UTILITY BY, DATE Frank R. Richardson, II, L.S. (Accumark Inc.), 10/20/2021

THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY AS AWARDED, HAS BEEN SEALED AND SIGNED USING DIGITAL SIGNATURES AND THE OFFICIAL PLAN ASSEMBLY IN ELECTRONIC FORMAT IS STORED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY, INCLUDING ALL SUBSEQUENT REVISIONS, WILL BE THE OFFICIAL CONSTRUCTION PLANS. FOR INFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE THE GENERAL NOTES.

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

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2020 ROAD AND BRIDGE SPECIFICATIONS, 2016 ROAD AND BRIDGE STANDARDS, 2009 MUTCD, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PROTECTION MANUAL AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

ALL CURVES ARE TO BE SUPERELEVATED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.11 ULS, EXCEPT WHERE OTHERWISE NOTED.

THE ORIGINAL APPROVED TITLE SHEET(S), INCLUDING ORIGINAL SIGNATURES, ARE FILED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. ANY MISUSE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.

Fairfax County Population 1,150,309 (2020 Census)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES	LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		BRIDGE PLAN NO.	TYPE PROJECT	DESCRIPTION
					FEET	FEET	MILES	FEET	MILES			
0620-029-448 0620-029-548	PE-101	STP-5B01 (123) STP-5B01 (519)	PENG	114627 119477		17206.59	3.259	17075.59	3.234		PRELIM. ENGINEERING	From: 0.155 Miles West of Rte. 651 To: 0.078 Miles East of Rte. 2864
	RW-201, 202		ROWA			17200.00	3.258	17069.00	3.233		RIGHT OF WAY	From: 0.149 Miles West of Rte. 651 To: 0.080 Miles East of Rte. 2864
	C-501		I000			16957.88	3.212	16826.88	3.187		CONSTRUCTION	From: 0.155 Miles West of Rte. 651 To: 0.045 Miles East of Rte. 2864
	B-602		X020			131.000	0.025				BRIDGE	Rte. 620 Bridge over Accotink Creek
	B-603		X021			131.000	0.025				BRIDGE	Shared-Use Path Bridge over Accotink Creek
	D-601		X028			42.104	0.008				BRIDGE	Rte. 620 Bridge over Long Branch

Project Lengths are based on Rte. 620 (Braddock Rd.) Eastbound Construction Baseline

REVISED

Copyright 2025, Commonwealth of Virginia

PROJECT	SHEET NO.
0620-029-448 0620-029-548	1

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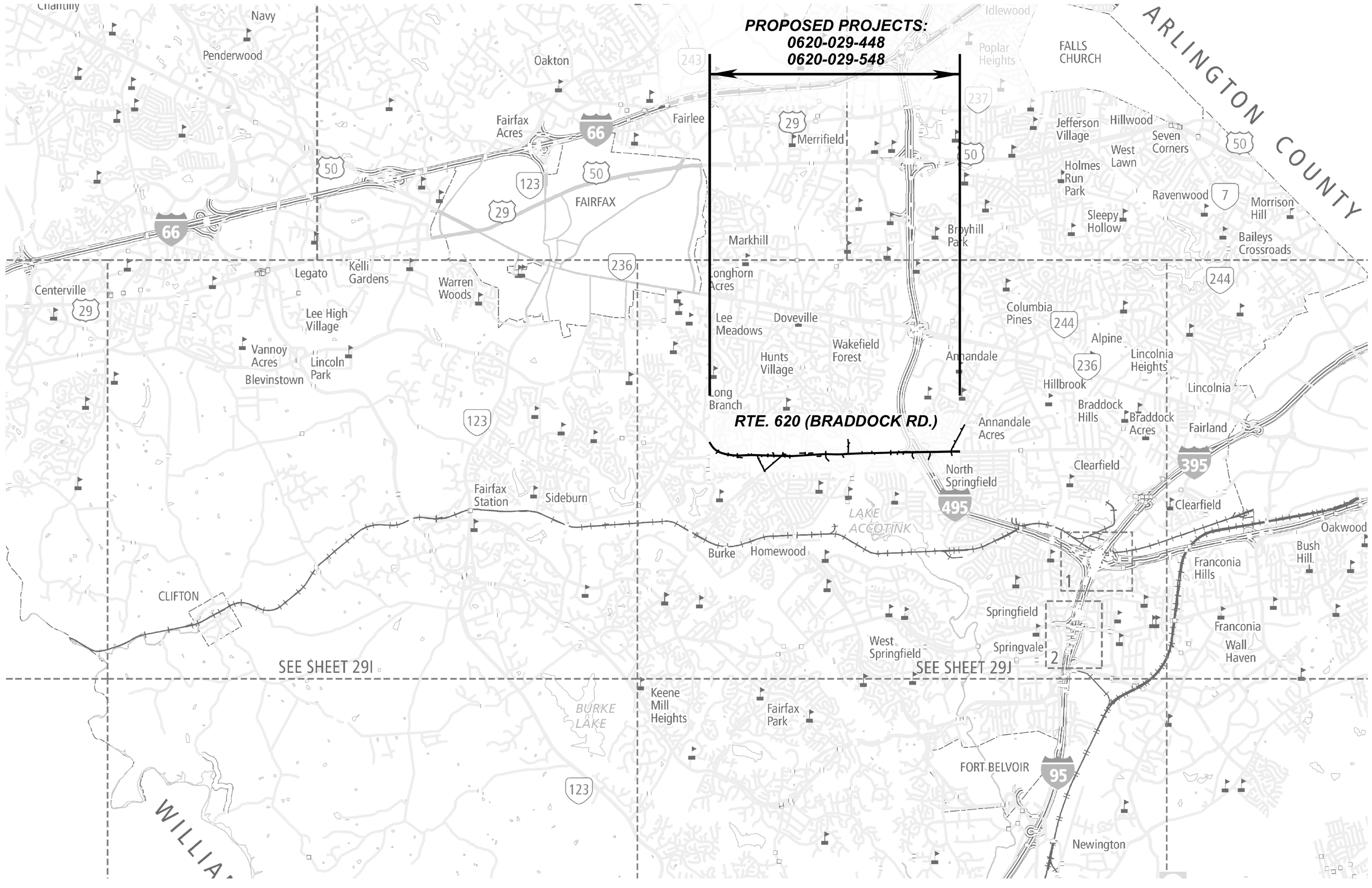
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Plotted By: RadlowS

PROJECT MANAGER *Calvin Britt, P.E., (703) 259-2961 (VDOT NOVA District)*
SURVEYED BY, DATE *Brian Fletcher, L.S. (703) 259-3224 (VDOT NOVA District)*
DESIGN BY *Philip M. Lohr, P.E. (757) 905-6640 (STV Inc.)*
SUBSURFACE UTILITY BY, DATE *Accumark Inc., Ashland VA (804) 550-7740*

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	620	*0620-029-448, 0620-029-548, RW-201, RW-202* *0620-029-448, 0620-029-548, PE-101, C-501*	*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



FAIRFAX COUNTY

Population 1,150,309
(2020 Census)

PH 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.

SCALE	PROJECT	SHEET NO.
0 1000' 2000'	*0620-029-448* *0620-029-548*	*1A*

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Minutes of the Meeting of the State Highway Commission of Virginia, held in Richmond
October 4, 1950

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1950. 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 C. Rogers stating that he would not be able to attend because of illness.

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

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

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

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1587-15-18, 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 $1,054.54 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 Claybone Mill Creek-0.864 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Echols 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 1551-10, Routes 681; 640, 0.01 Mile E. of W. Int. Route 681, (E. of Pissaro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of $127,865.70, that 10% additional be set aside to cover the cost of engineering and additional work and $1,226.50 for work by State Forces (not included in contract), making a total of approximately $141,900.00 chargeable to this project; to be financed with $71,680.00 State and $70,520.00 Federal Funds. Motion carried.

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Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 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 33-113.2 of the 1950 Code of Virginia, as amended, request is made by City of Waynesboro for payment at the base rate of $500 per Mile annually on additional streets meeting the required standards; Now, Therefore, be it resolved, that quarterly payments at the base rate of $500 Per Mile annually be made to the City of Waynesboro on additional streets totaling 10.512 miles, effective beginning the second quarter, October 1, 1956. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 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 5, 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.

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Pierce R. Homer
Chairman

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

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

Agenda item #5

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

December 13, 2007

MOTION

Made By: Ms. Connally **Seconded By: Mr. Koelemay**
Action: Motion Carried, Unanimously

Title: Limited Access Control Changes
Route 413 Renumbered to Interstate 495 (Capital Beltway)
to Accommodate High Occupancy Travel (HOT) Lanes
Fairfax County, City of Alexandria

WHEREAS, Route 413, subsequently renumbered to Interstate 495, located in Fairfax County and the City of Alexandria, was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956; and

WHEREAS, in connection with Interstate 495 (Capital Beltway), the Commonwealth acquired certain lands and limited access easements from various landowners on various projects; and

WHEREAS, pursuant to the Public Private Transportation Act (PPTA) of 1995, the CTB approved Fluor Daniel's proposed concept for the design of HOT lanes along Interstate 495 (Capital Beltway) on July 17, 2003; and

WHEREAS, as a result of continued design development and refinement of the conceptual plans for the Interstate 495 (Capital Beltway) HOT lanes it has been determined numerous changes to the existing Interstate 495 (Capital Beltway) limited access controls shall be required; and

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WHEREAS, the Interstate 495 (Capital Beltway) HOT Lanes Project has been subject to a National Environmental Policy Act (NEPA) study, which resulted in a Record of Decision; and

WHEREAS, the Concessionaire for the said Project is responsible for compliance with the terms and conditions of the NEPA documents; and

WHEREAS, approval by the CTB of the various proposed changes for limited access control for said project is required as part of the project development process for securing sources and commitments for project funding; and

WHEREAS, VDOT shall ensure that the various limited access control changes for said project will enhance public travel and are appropriate for the said proposed project from a design and traffic control standpoint subject to further review and approval by VDOT and the Federal Highway Administration (FHWA); and

WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall be made to the specifications, standards and plans approved by VDOT; and

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

WHEREAS, all costs of engineering and construction, including all necessary safety improvements, will be borne in accordance with the PPTA Project Agreement; and

WHEREAS, no compensation shall be due to the Department in consideration of the proposed limited access control changes; and

WHEREAS, public notices for the project, to include the proposed limited access control changes, will be posted and closed, with any comments addressed in compliance with VDOT and FHWA guidelines; and

WHEREAS, upon completion of the proposed project, to include the limited access control changes and acceptance by VDOT, all work, roadway construction, improvements and equipment will become the property of the Commonwealth.

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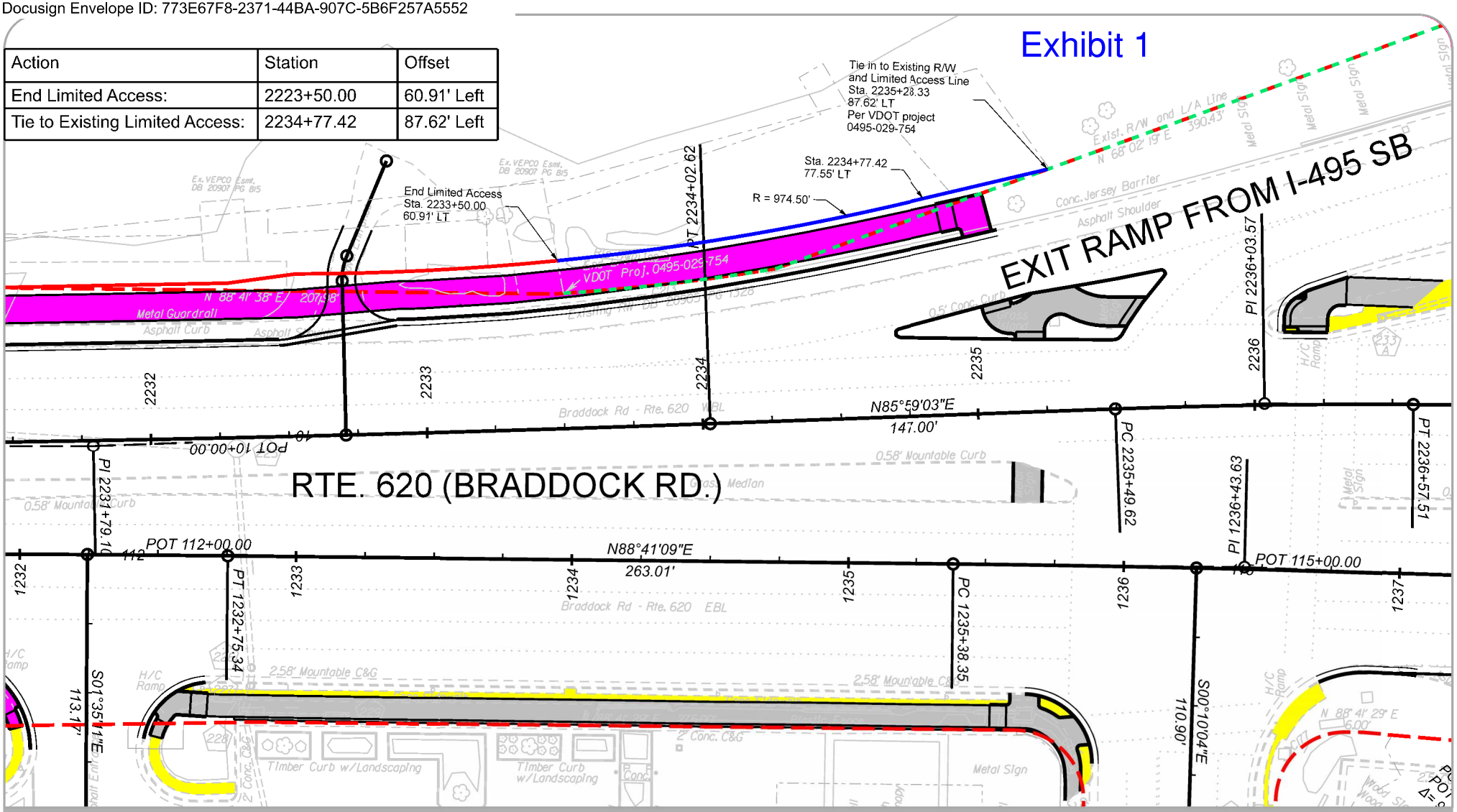
NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves the limited access control changes to Interstate 495 (Capital Beltway), as determined by VDOT to be necessary for the construction, maintenance and operation of the Interstate 495 (Capital Beltway) HOT Lanes as set forth and subject to the above referred to conditions. The Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

###

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Exhibit 1

Action	Station	Offset
End Limited Access:	2223+50.00	60.91' Left
Tie to Existing Limited Access:	2234+77.42	87.62' Left



Notes

LIMITED ACCESS CONTROL MODIFICATIONS APPROVED BY THE COMMONWEALTH TRANSPORTATION BOARD BY RESOLUTION DATED MONTH xx,2025

ALL STATIONS AND OFFSETS SHOWN ARE BASED ON THE RTE.620 WB CONSTRUCTION BASELINE.

Disclaimer

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easements or right of way may be required beyond the proposed right of way shown on these plans.

Legend

- Exist.R/W & Limited Access Line
- Exist.Right of Way
- Prop.R/W & Limited Access Line
- Prop.R/W
- Prop.Sidewalk
- Prop.Shared-Use Path
- Exist.Sidewalk

Project Location



Fairfax County

North Arrow and Scale

SCALE
0 25' 50'

VDOT Virginia Department of Transportation

ROUTE 620 (BRADDOCK ROAD)
MULTIMODAL IMPROVEMENTS

Docusign Envelope ID: 773E67F8-2371-44BA-907C-5B6F257A5552

County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

July 18, 2025

Mr. William Cuttler, P.E., District Engineer
Virginia Department of Transportation
Northern Virginia District
4975 Alliance Drive
Fairfax, Virginia 22030

Subject: Endorsement of Limited Access Control Changes for Braddock Road Multimodal Improvements Project
VDOT Project # 0620-029-448
VDOT UPC #114627

Dear Mr. Cuttler:

I am writing to you in support of Limited Access Control Changes needed to accommodate a new shared-use path at the northwest quadrant of the I-495/Braddock Road interchange, at the intersection of Braddock Road with the southbound I-495 exit ramp (Sta. 2233+50.00 to Sta. 2235+28.33 as shown on the attached plan). Pursuant to §33.2-401 of the Code of Virginia, and Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code, locality endorsement is needed for the approval of the Commonwealth Transportation Board (CTB). The proposed Limited Access Control Changes were presented at a public information meeting held on June 2, 2025, where the design team presented and discussed them. It is my understanding that neither VDOT nor FCDOT have received any public comments related to the proposed Limited Access Control Changes.

Please contact me at (703) 877-5675, or Dan Stevens at (703) 877-5670, if you have any questions or need additional information. Thank you for your assistance with this important project.

Sincerely,

Gregg L. Steverson, P.E., PTOE
Director

Attachments: As Stated

cc: Terry Yates, P.E., District Project Development, VDOT
Martha Coello, Deputy Director, FCDOT
Eric M. Teitelman, Chief, Active Transportation, Capital Projects and Traffic Engineering Division, FCDOT

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/transportation

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VDOT Virginia Department of Transportation

Braddock Road Multimodal Improvements
Fairfax County

Design Public Hearing

Monday, June 2, 2025
6:30 p.m. to 8:30 p.m.
Presentation begins at 7 p.m.

Lake Braddock Secondary School (use entrance #15)
9200 Burke Lake Road
Burke, VA 22015

Find out about planned multimodal and access management improvements along three miles of Braddock Road (Route 620) between Humphries Drive in Burke and Ravensworth Road (Route 2864) in Annandale, including the eastbound and westbound Braddock Road ramps to southbound I-495 (Capital Beltway Outer Loop), and half a mile of Ravensworth Road between Braddock Road and Heritage Drive. The proposed improvements aim to improve multimodal safety, mobility and accessibility for all users with intersection enhancements, including at Rolling Road, Wakefield Chapel Road/Danbury Forest Drive and Burke Lake Road. The improvements also include new and upgraded shared-use paths along both sides of Braddock Road. This project will involve changes in limited access control.

In compliance with the National Environmental Policy Act (NEPA) and 23 CFR 771, a document in the form of a Categorical Exclusion (CE) is under preparation to assess the project's potential impacts to environmental resources. Pursuant to the National Historic Preservation Act, Section 106 and 36 CFR 800, information concerning the potential effects of the proposed improvements on historic properties will be included in the CE. In accordance with Section 4(f) of the USDOT Act and 23 CFR 774, a Draft Individual Section 4(f) Evaluation is being prepared as part of the CE for impacts to public parkland. The CE and Draft Section 4(f) Evaluation will be available for public review at a later date.

Stop by between 6:30 p.m. and 8:30 p.m. to view displays and learn more about the project. A presentation will begin at 7 p.m. Project staff will be available to answer your questions.

Review project information on the project webpage (**https://www.vdot.virginia.gov/BraddockMultimodal**), at the meeting, or during business hours at VDOT's Northern Virginia District Office, 4975 Alliance Drive, Fairfax, VA 22030. Please call ahead at 703-259-2961 or TTY/TDD 711 to make an appointment with appropriate personnel.

Give your comments during the meeting, or by **June 16, 2025,** via the comment form on the project webpage, by mail to Mr. W. Calvin Britt, P.E., Virginia Department of Transportation, 4975 Alliance Drive, Fairfax, VA 22030 or by email to meetingcomments@VDOT.virginia.gov. Please reference "Braddock Road Multimodal Improvements" in the subject line.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964, as amended. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT Civil Rights at 703-259-1775 or TTY/TDD 711.

State Project: 0620-029-448, P101, P102;
0620-029-548, B602, C501, P101, R201
UPCs: 114627, 119477
Federal: STP-5B01 (123)

Docusign Envelope ID: 773E67F8-2371-44BA-907C-5B6F257A5552

Esmond, Yuliya (VDOT)

From: Sinclair, Carol (VDOT) <Carol.Sinclair@vdot.virginia.gov>
Sent: Monday, July 7, 2025 1:24 PM
To: Esmond, Yuliya (VDOT)
Subject: FW: FINAL Ad - Braddock Road Multimodal Improvements (UPCs 114627/119477) Design Public Hearing on 6/2
Attachments: Ad - Braddock Road Multimodal Improvements DPH June 2025 - final.docx; Ad - Braddock Road Multimodal Improvements DPH June 2025 - final_acc04182025_PM.pdf; Presentation_FINAL_060225.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Yuliya,

Below and attached is the info on the Ad. I've also attached the pdf of the DPH presentation.

Carol

Carol Sinclair
Architect/Engineer
Fairfax & Arlington Preliminary Engineering
Virginia Department of Transportation
703-259-2924 (O)
571-455-3829 (M)
carol.sinclair@vdot.virginia.gov

From: Murphy, Michael (VDOT) <Michael.Murphy@vdot.virginia.gov>
Sent: Friday, April 18, 2025 12:52 PM
To: Muse, John C. (VDOT) <John.Muse@VDOT.Virginia.gov>; Britt, William C., P.E. (VDOT) <Calvin.Britt@VDOT.Virginia.gov>; Sinclair, Carol (VDOT) <Carol.Sinclair@vdot.virginia.gov>; Ha, Minwoo (VDOT) <Minwoo.Ha@vdot.virginia.gov>
Cc: Pullin, Jim (VDOT) <Jim.Pullin@VDOT.Virginia.gov>; NOVA Civil Rights (VDOT) <nova.civilrights@vdot.virginia.gov>; Liggitt, Alex (VDOT) <Alex.Liggitt@vdot.virginia.gov>; Ellen Kamilakis, MPIO (VDOT) <Ellen.Kamilakis@vdot.virginia.gov>; Dunn, William R (VDOT) <William.Dunn@vdot.virginia.gov>; Esmond, Yuliya (VDOT) <Yuliya.Esmond@vdot.virginia.gov>; Brown, Anissa (VDOT) <Anissa.Brown@vdot.virginia.gov>; Varner, Steven (VDOT) <Steven.Varner@VDOT.Virginia.gov>; Yates, Terry (VDOT) <Terry.Yates@vdot.virginia.gov>; McCool, Kimberly (VDOT) <Kimberly.McCool@vdot.virginia.gov>; Ali, Houda M., PMP (VDOT) <Houda.Ali@VDOT.Virginia.gov>; Welch, Steven (VDOT) <Steven.Welch@vdot.virginia.gov>
Subject: FINAL Ad - Braddock Road Multimodal Improvements (UPCs 114627/119477) Design Public Hearing on 6/2

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All, attached for your records are Word and PDF versions of the final Braddock Road Multimodal Improvements (UPCs 114627/119477) design public hearing on Monday, June 2 from 6:30 p.m. to 8:30 p.m. (presentation starting at 7). Please note the public comment deadline has been changed to Monday, June 16 and the publication schedule is again as follows:

Publications	Dates
Washington Post – VA Local Living (publishes Thursdays)	5/1, 5/15
Fairfax County Times (Fridays)	5/2, 5/16
El Tiempo Latino (Fridays)	5/2, 5/16

-Mike

Mike Murphy
Senior Communications Specialist
Virginia Department of Transportation
Northern Virginia District
703-638-8547
michael.murphy@vdot.virginia.gov
Follow @vadotnova on Twitter and Reddit

From: Muse, John C. (VDOT) <John.Muse@VDOT.Virginia.gov>
Sent: Thursday, April 17, 2025 12:58 PM
To: Murphy, Michael (VDOT) <Michael.Murphy@vdot.virginia.gov>
Cc: Yates, Terry (VDOT) <Terry.Yates@vdot.virginia.gov>; McCool, Kimberly (VDOT) <Kimberly.McCool@vdot.virginia.gov>; Ali, Houda M., PMP (VDOT) <Houda.Ali@VDOT.Virginia.gov>; Welch, Steven (VDOT) <Steven.Welch@vdot.virginia.gov>; Pullin, Jim (VDOT) <Jim.Pullin@VDOT.Virginia.gov>; NOVA Civil Rights (VDOT) <nova.civilrights@vdot.virginia.gov>; Liggitt, Alex (VDOT) <Alex.Liggitt@vdot.virginia.gov>; Ellen Kamilakis, MPIO (VDOT) <Ellen.Kamilakis@vdot.virginia.gov>; Ha, Minwoo (VDOT) <Minwoo.Ha@vdot.virginia.gov>; Dunn, William R (VDOT) <William.Dunn@vdot.virginia.gov>; Esmond, Yuliya (VDOT) <Yuliya.Esmond@vdot.virginia.gov>; Britt, William C., P.E. (VDOT) <Calvin.Britt@VDOT.Virginia.gov>; Sinclair, Carol (VDOT) <Carol.Sinclair@vdot.virginia.gov>; Brown, Anissa (VDOT) <Anissa.Brown@vdot.virginia.gov>; Varner, Steven (VDOT) <Steven.Varner@VDOT.Virginia.gov>
Subject: Re: UPDATED Draft Ad - Braddock Road Multimodal Improvements (UPCs 114627/119477) Design Public Hearing on 6/2

Mike,

My suggested comments/edits are noted in the attached updated draft ad. Thanks,

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Project Information

Project Name:	BRADDOCK ROAD MULTIMODAL IMPROVEMENTS STUDY	**Federal Project #:**	STP-5B01(123)
Project Number:	0620-029-448, P101	**Project Type:**	Construction
UPC:	114627	**Charge Number:**	
Route Number:	620	**Route Type:**	Urban
Project Limit--From:	Humphries Drive	**To:**	Ravensworth Road
Project in STIP:	Yes	**In Long Range Plan?**	No
Logical Termini and Independent Utility:	Yes	**Next Phase of Funding Available?**	No

Additional Project Description: The Braddock Road Multimodal Study dated January 2018 proposes access management and bicycle/pedestrian improvements within the corridor via intersection improvements, shared use paths/sidewalks, pedestrian overpass bridge(s), traffic signals, and bus stops on Braddock Rd from Humphries Drive to Ravensworth Rd. These improvements would improve bike and pedestrian access/safety and access to transit along this section of Braddock Road.

Purpose And Need: The purpose of this project is to improve both the vehicular traffic flow and bicycle/pedestrian safety in the heavily traveled Braddock Road corridor.

District:	**City/County:**	**Residency:**
Northern Virginia	Fairfax	Fairfax

Suggested Level of NEPA Document: CE : d

Description of CE Category: Additional actions which meet the criteria for a CE in the CEQ regulations (40 CFR §1508.4) and paragraph (a) of this section may be designated as CEs only after Administration approval unless otherwise authorized under an executed agreement pursuant to paragraph (g) of this section. The applicant shall submit documentation which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result.

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VDOT Comments: No relocations are anticipated. There are some VA Department of Environmental Quality petroleum release sites near the project. An ASTM phase I Environmental Site Assessment is required for the acquisition of significant (e.g. total take, 40-50% strip take) Right of Way (RW). The project was scoped Type III and a noise study is not required. An air study is not needed. Section 4(f) coordination will be required if RW is needed from public park properties. The following Fairfax County Park Authority parks are Section 4(f) protected properties along the project corridor: •Accotink Stream Valley Park•Lake Accotink Park •Howrey Field•Wakefield Park •Canterbury Woods Park•Long Branch Stream Valley Park In addition, the Fairfax County Board of Supervisors owns nearby land, which may also be a Section 4(f) property. Database reviews will be performed to determine if listed federal/state threatened and endangered species exist within the project area. Based on this initial review, coordination with appropriate regulatory agencies and technical studies may be required. Potential impacts to Long Branch and Accotink Creek and their associated wetlands are anticipated due to project design elements, including the stormwater design, shared use path and intersection improvements along the corridor. These impacts may need a USACE Individual or DEQ VWP Individual Permit, which will require mitigation. Braddock Road crosses floodplain Zone AE of Long Branch and Accontink Creek. Standard cultural resource surveys will be conducted as part of the environmental review process for VDOT's transportation projects subject to Section 106 of the National Historic Preservation Act. There are no impacts to VA Byways, Ag-Forestal Districts, prime farmland, forest cover, VA Outdoors Foundation open space easements, surface water intakes, and wells and springs. Based on preliminary analysis, there are no environmental justice issues.

FHWA Comments:

We concur with the suggested level of NEPA document.

John Simkins

FHWA Approval

January 28, 2021

Date

Docusign Envelope ID: 773E67F8-2371-44BA-907C-5B6F257A5552

Koscinski, Jr., Joseph P., P.E. (VDOT)

From: Snider, Lori A. (VDOT)
Sent: Friday, August 15, 2025 4:12 PM
To: Leckner, Kimberly M. (VDOT)
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT); Hankins, Lanksford E., Jr. P.E. (VDOT)
Subject: Re: UPC 114627 Braddock Road LACC

I approve this limited access control change from a right of way and utilities perspective.

Thank you,
Lori

Sent from my Verizon, Samsung Galaxy smartphone
Get Outlook for Android

From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Sent: Wednesday, August 6, 2025 1:22:13 PM
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>; Hankins, Lanksford E., Jr. P.E. (VDOT) <Lanksford.Hankins@VDOT.Virginia.gov>
Subject: FW: UPC 114627 Braddock Road LACC

Lori,

I have received and reviewed the attached project related LACC request from L&D. I recommend your approval from a Right of Way and Utilities perspective. If you concur, please indicate your approval with a response to Joe, who is cc'd. Thank you

Kimberly Leckner
Program Manager / Right of Way and Utilities Division
Virginia Department of Transportation
(o) (804) 786-4079
(c) (703) 853-5619
Kimberly.Leckner@VDOT.Virginia.gov

From: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Sent: Thursday, July 31, 2025 2:06 PM
To: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>; Garrett, Michael L. (VDOT) <Michael.Garrett@VDOT.Virginia.gov>
Cc: Porter, Ellen (VDOT) <Ellen.Porter@vdot.virginia.gov>; Hankins, Lanksford E., Jr. P.E. (VDOT) <Lanksford.Hankins@VDOT.Virginia.gov>
Subject: UPC 114627 Braddock Road LACC

Kim and Michael,
Good morning. I am requesting a review of the LACC package for the above subject project. I am including the following documents for the September 17 CTB Meeting:

- 01- Draft Resolution

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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

August 4, 2025

Mr. Daniel Suarez, P.E.
Division Administrator
Federal Highway Administration
P.O. Box 10249
400 N. 8th Street Room 750
Richmond, Virginia 23240-024

Attention Ms. Mary Walker-Johnson

Interstate I-495
I-495 and Braddock Road Multimodal Improvements
Fairfax County
Request for Modified Limited Access Line

Dear Mr. Suarez,

As you may be aware, The Virginia Department of Transportation (VDOT) is developing plans for the referenced State Highway Project, the scope of work which involves area construction for multimodal and access management improvements along three miles of Braddock Road (Route 620) From 0.155 MI. West of Rte. 651 (Guinea Rd.) to 0.045 MI. East of Rte. 2864 (Ravensworth Rd.) in Annandale, including the I-495 (Capital Beltway) northbound and southbound ramps to Braddock Road eastbound and half a mile of Ravensworth Road between Braddock Road and Heritage Drive

As a result of the design of the project, the limited access which was previously approved for I-495 needs to be modified for the addition of a pedestrian facility on the north side of Braddock Road. The proposed shared use path with the existing sidewalk requires a minor outward shift for a short segment of the limited access line on the exit ramp of I-495 Southbound and an adjustment in the limited access which falls within the existing I-495 limited access control line.

Interstate 495 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956.

This Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion was prepared under an agreement between VDOT and the FHWA and approved on January 28, 2021.

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Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines along I-495 SB off-ramp as shown on the attached exhibit and the control point table.

Attached please find a copy of the Location Map, exhibits showing the limits of the LACC, the Limited Access Point Table, Project Title Sheet and resolution of support from Fairfax County.

VDOT approves of the Limited Access Control Changes as shown on the exhibit and point control table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on September 17, 2025.

If additional information is needed, please contact Mr. Lanksford Hankins, P.E. at lanksford.hankins@vdot.virginia.gov or 804.307.7816

Sincerely,

Heltzel Emmett fri47591
Digitally signed by Heltzel Emmett fri47591
Date: 2025.08.08 15:45:57 -04'00'

Emmett R. Heltzel, P.E.
State Location and Design Engineer

Approved: DANIEL OMAR SUAREZ Digitally signed by DANIEL OMAR SUAREZ Date: 2025.08.19 14:52:21 -04'00' Date_____

Enclosure
Exhibits

Docusign Envelope ID: 773E67F8-2371-44BA-907C-5B6F257A5552

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

September 1, 2025

The Honorable W. Sheppard Miller, III
The Honorable Raymond D. Smoot Jr.
The Honorable Frederick C. Stant III
The Honorable Tom Fowlkes
The Honorable Burwell Wayne Coleman
The Honorable Darrell R. Byers
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Laura A. Sellers
The Honorable Joel "Rex" Davis
The Honorable Linda Green
The Honorable D.J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good, Jr.
The Honorable J. Randall Minchew
The Honorable Stephen C. Brich, P. E.
The Honorable Tiffany Robinson

Subject: Approval of Limited Access Control Changes (LACCs) for Route 620 (Braddock Road) Multimodal Improvements at I-495 Fairfax County

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on Route 620 (Braddock Road) 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,

Bart 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 # 8

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 17, 2025

MOTION

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

Title: Limited Access Control Changes (LACCs) for the I-95/Opitz Boulevard Sidewalk at Sentara Hospital, Prince William County

WHEREAS, on January 18, 1973, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), resolved that the limited access features of Interstate 95 be extended to include additional ramps as part of the improvements of the Interstate 95 Interchange with Route 642 (Opitz Boulevard), which has since been renumbered Route 2000, in Prince William County in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia* as amended; and

WHEREAS, on March 29, 2023, the CTB resolved to modify the boundaries of limited access control on the eastbound side of Route 2000 (Opitz Boulevard) at the beginning of the limited access line to allow for the widening of River Rock Way, and the addition of pedestrian access along River Rock Way and Opitz Boulevard, pursuant to State Highway Project PRGA-076-242 UPC 111485; and

WHEREAS, for the addition of a pedestrian facility on the westbound side of Opitz Boulevard between River Rock Way and the eastern Sentara Hospital entrance, Prince William County administered and funded the Sentara Sidewalk Project (the "Project"), which provides for an approximately 550-foot-long missing sidewalk connecting to other existing segments of sidewalk without any vehicular capacity improvements; and

WHEREAS, the addition of this pedestrian facility along Opitz Boulevard requires an adjustment to the limited access line on the westbound side as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, the Virginia Department of Transportation (VDOT) posted a Notice of Willingness for Public Comment ("Willingness") on June 12, 2025, and June 19, 2025, in both the Washington Post and Prince William Times, and on June 13, 2025, and June 20, 2025, in El Tiempo Latino, for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on June 30, 2025, 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, VDOT's Northern Virginia District Office has determined, with the Chief Engineer concurring, that the proposed changes in limited access control of Interstate 95 will have no impact on the operation of the Interstate 95 right of way as this is a pedestrian project that does not modify the vehicular travel lanes. The proposed LACC is appropriate from a safety and traffic control standpoint and no further traffic analysis is required; and

WHEREAS, the proposed Project is funded and administered by Prince William County and is not expected to require any federal permits; therefore, a project review in compliance with the National Environmental Policy Act or the State Environmental Review Process is not required. In accordance with 24 VAC 30-401-20, the Project has been carefully reviewed to evaluate the potential for any environmental impacts using an Environmental Inventory process. The Environmental Analysis document (EQ-112) was reviewed and signed by the Northern Virginia District on July 15, 2025; and

WHEREAS, the Project is located within a non-attainment area for ozone, but being a pedestrian project, there are no air quality conformance requirements; and

WHEREAS, the Project is in Prince William County and the proposed LACCs are supported by a letter from the Prince William County Director of Transportation dated July 9, 2025 (attached); and

WHEREAS, FHWA has provided approval for the Project and the proposed LACCs on August 19, 2025; and

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 Va. Code § 33.2-401 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 Va. Code § 33.2-401 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 Route 2000 (Opitz Boulevard) in Prince William County 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 attached exhibits.

BE IT FURTHER RESOLVED, that the location of the sidewalk within the area designated as limited access, and its construction and maintenance, is approved as proposed and presented at the Willingness by VDOT, as the same may be modified during ongoing design review.

BE IT FURTHER RESOLVED, that pedestrians and bicyclists are authorized to use the proposed sidewalk along Opitz Boulevard, within the areas designated as limited access.

BE IT FURTHER RESOLVED, that the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement the LACCs described herein.

####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
I-95/Opitz Boulevard Sidewalk at Sentara Hospital
Prince William County

Issues: The area designated as limited access previously approved for Route 2000 (Opitz Boulevard) needs to be modified for the addition of a pedestrian facility on the westbound side between River Rock Way and the eastern Sentara Hospital entrance. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq*.

Facts:

- On January 18, 1973, the State Highway Commission, predecessor to the CTB, resolved that the limited access features of Route 95 be extended to include additional ramps as part of the improvements of the Route 95 Interchange with Route 642 (Opitz Boulevard), which has since been renumbered Route 2000, in Prince William County in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia* as amended.

- On March 29, 2023, the CTB resolved to modify the boundaries of limited access control for Route 2000 (Opitz Boulevard) to allow for the widening of River Rock Way and the addition of pedestrian access along River Rock Way and Opitz Boulevard pursuant to State Highway Project PRGA-076-242 UPC 111485. That project required an adjustment to the beginning of the limited access line on the eastbound side of Opitz Boulevard.

- For the addition on a pedestrian facility on the westbound side of Opitz Boulevard between River Rock Way and the eastern Sentara Hospital entrance, Prince William County administered and funded the Sentara Sidewalk Project (the "Project"), which provides an approximately 550-foot-long missing sidewalk connecting to other existing segments of sidewalk without any vehicular capacity improvements. The Project will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

- Virginia Department of Transportation (VDOT) posted a Notice of Willingness for Public Comment ("Willingness") on June 12, 2025, and June 19, 2025, in both The Washington Post and Prince William Times, and on June 13, 2025, and June 20, 2025, in El Tiempo Latino for the proposed LACCs for the Project, including the current and proposed locations of the limited access lines, and allowed public input to be collected concerning the request. The Willingness expired on June 30, 2025, with no comments or other input from the public.

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

- VDOT's Northern Virginia District Office has determined that the proposed changes in limited access control of Interstate 95 will have no impact on the operation of the Interstate 95 right of way as this is a pedestrian project that does not modify the vehicular travel

lanes. The proposed LACC is appropriate from a safety and traffic control standpoint and no further traffic analysis is required.

- The proposed Project is funded and administered by Prince William County and is not expected to require any federal permits; therefore, a project review in compliance with the National Environmental Policy Act or the State Environmental Review Process is not required. In accordance with 24 VAC 30-401-20, the Project has been carefully reviewed to evaluate the potential for any environmental impacts using an Environmental Inventory process. The Environmental Analysis document (EQ-112) was reviewed and signed by the Northern Virginia District on July 15, 2025.

- The Project is located within a non-attainment area for ozone, but being a pedestrian project, there are no air quality conformance requirements.

- The Project is in Prince William County and the proposed LACCs are supported by a letter from the Prince William County Director of Transportation dated July 9, 2025. See attached.

- FHWA has provided approval for the Project and the proposed LACCs on August 19, 2025.

- 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 Va. Code § 33.2-401 and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 et seq.

Recommendations: It is recommended, pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*, that Route 2000 (Opitz Boulevard) continues to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on January 18, 1973, and by the CTB on March 29, 2023.

Action Required by CTB: Va. Code § 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 as described in the resolution.

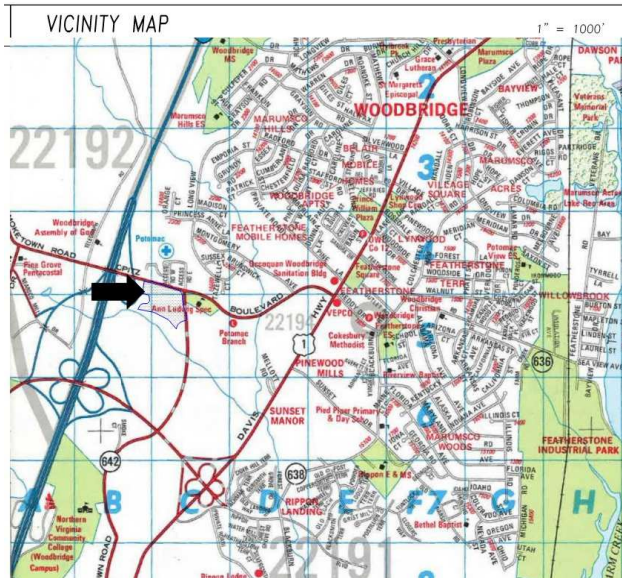
Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to implement the described LACCs, and the Sentara Sidewalk Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: No comments were received.

Docusign Envelope ID: 54C3F0A7-0B58-4A41-B3C8-B2F0321FDE7C

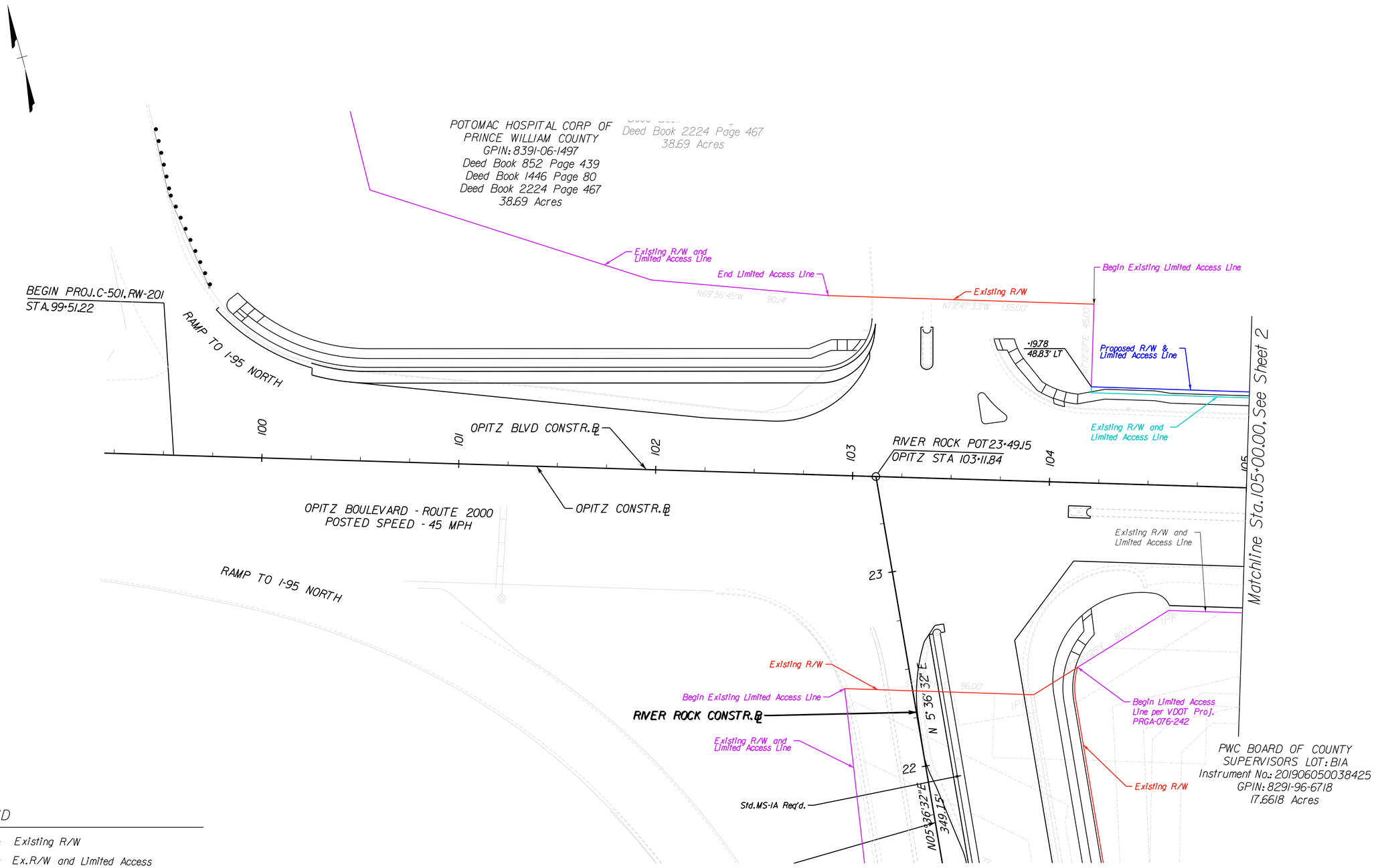
Exhibit 1
Vicinity Map for I-95/Opitz Boulevard Sidewalk at Sentara Hospital





7-28-25

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LEGEND

- Existing R/W
- Ex.R/W and Limited Access
- Existing R/W and Limited Access Line
- Proposed R/W
- Proposed R/W and Limited Access Line

NOTE: ALL STATIONS AND OFFSETS SHOWN ARE BASED ON OPITZ CONSTRUCTION BASELINE

SCALE
0 25' 50'

PLAN NUMBER: SPR2023-00138 S05

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HGA
44 Canal Center Plaza, Suite 100
Alexandria, Virginia 22314
Telephone 703.836.7766

STRUCTURAL/FUNCTIONAL/MEP

WALKER CONSULTANTS
565 EAST SWEDESFORD ROAD
SUITE 300
WAYNE, PA 19087
610.995.0260

CIVIL ENGINEER

WBCM
300 EAST JOPPA ROAD
SUITE 200
BALTIMORE, MD 21286
410.512.4500

NO	DESCRIPTION	DATE

ISSUANCE HISTORY – THIS SHEET

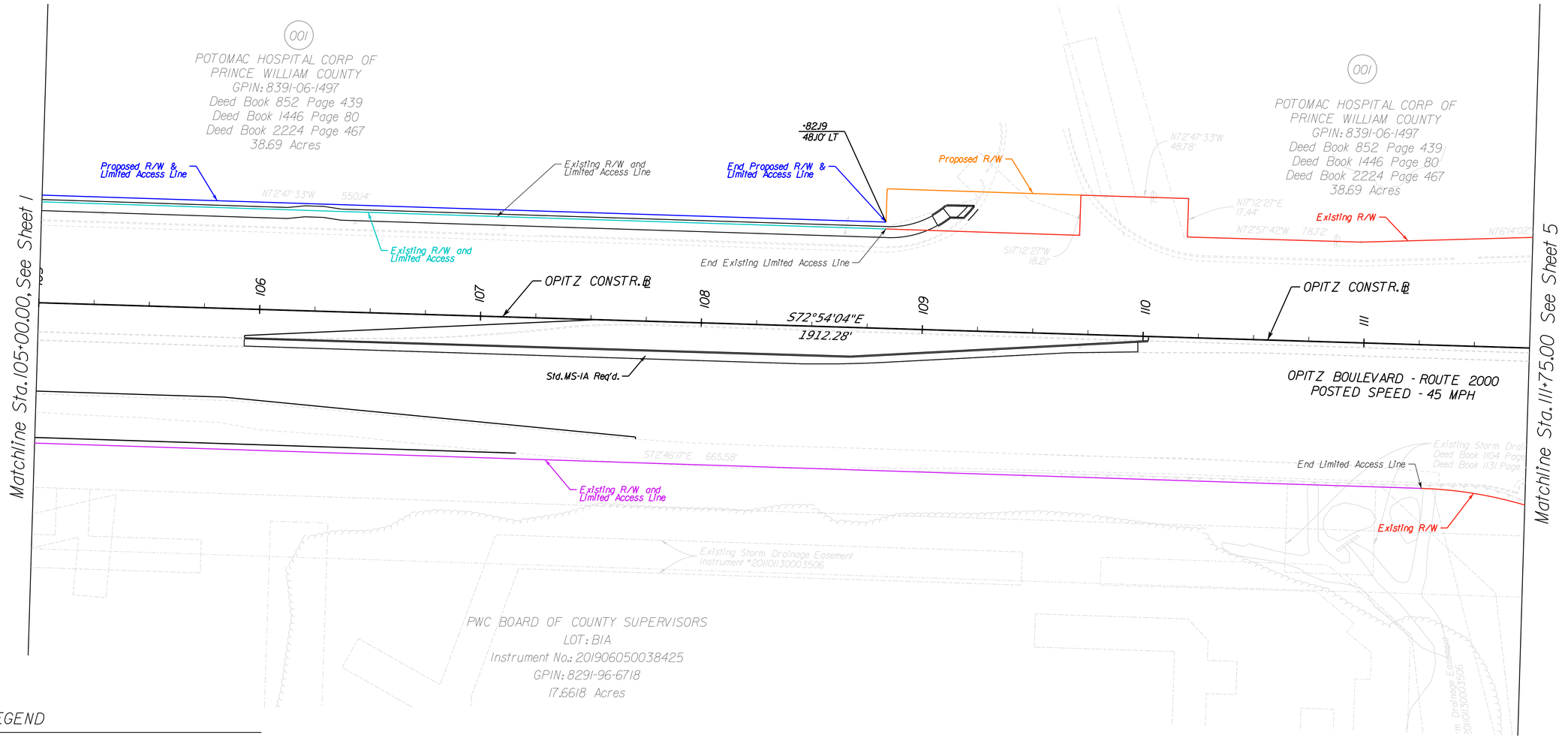
HGA NO: COMMISSION NO.

LIMITED ACCESS DISPLAY

DATE: June 2025

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LEGEND

- Existing R/W
- Ex.R/W and Limited Access
- Existing R/W and Limited Access Line
- Proposed R/W
- Proposed R/W and Limited Access Line

SCALE
0 25' 50'

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SUITE 200
BALTIMORE, MD 21286
410.512.4500

NO	DESCRIPTION	DATE

ISSUANCE HISTORY - THIS SHEET

HGA NO: COMMISSION NO.

LIMITED ACCESS DISPLAY

DATE: June 2025

2

PLAN NUMBER: SPR2023-00138 S05

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Exhibit 1

Limited Access control Point Stations and Offsets Table UPC 111485, PRGA-076-242, PE 101, RW-201, C-501				
Sheet	**Description**	**Station**	**Offset**	**Baseline**
3	Beginning of proposed Limited Access line per this project (UPC 111485)	104+19.78	48.83' LT	Opitz Construction BL
4	End of proposed Limited Access line per this project (UPC 111485)	108+82.19	48.10' LT	Opitz Construction BL

Docusign Envelope ID: 54C3F0A7-0B58-4A41-B3C8-B2F0321FDE7C

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION

Richmond, Virginia

January 18, 1973

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on January 18, 1973, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Crowe, Eakin, Fitzpatrick, Janney and Roos.

Absent: Messrs. Glass, Hall and Landes.

In opening the meeting, the chairman recognized Mr. Rufus T. Hairston, member of the Commission from the Bristol District from 1968 through 1972. On behalf of the Commission members who served with Mr. Hairston, Mr. Fitzpatrick presented Mr. Hairston a suitably inscribed silver tray.

Motion was made by Mr. Fitzpatrick, seconded by Mr. Crowe, that permits issued from December 21, 1972, to January 17, 1973, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Fitzpatrick, seconded by Mr. Crowe, cancellation of permits from December 21, 1972, to January 17, 1973, inclusive, as shown by records of the Department, was approved.

The chairman stated the law provides that the Commission of Outdoor Recreation and the State Highway Commission shall coordinate in selecting scenic highways and byways but does not specify what standards might be established. He said the Commission of Outdoor Recreation had made a study and on December 18, 1972, approved procedures for selection of such highways. After some discussion, the Commission, on motion of Mr. Fitzpatrick, seconded by Mr. Roos, approved procedures, criteria and objectives outlined by the Commission of Outdoor Recreation, as attached.

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Moved by Mr. Fitzpatrick, seconded by Mr. Crowe, that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a design public hearing was held in the Pamplin Elementary School Cafeteria, Pamplin, Virginia, on August 9, 1972, at 7:00 p.m., for the purpose of considering the proposed improvement of Route 47 from 0.032 Mile south of the intersection of Route 1101 to the Town of Pamplin City, Appomattox County, State Project 0047-006-101, PE-101, C-501, and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the major design features of this project be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's engineers.

MOTION CARRIED

Moved by Mr. Eakin, seconded by Mr. Crowe, that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Mills Godwin Junior High School, 14800 Darbydale Drive, Dale City, Virginia, on November 2, 1972, at 7:30 p.m., for the purpose of considering the proposed improvement of the Route 95 interchange with Route 642 from 0.298 mile south of the intersection of Route 642 to 0.413 mile north of the intersection of Route 642 in Prince William County, State Projects 0095-076-105, PE-101, RW-201, C-501, B-628; 0095-076-105, PE-102 RW-202, C-502, B-629, and

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

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

Docusign Envelope ID: 54C3F0A7-0B58-4A41-B3C8-B2F0321FDE7C

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of these projects be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers, and

BE IT FURTHER RESOLVED, that the present limited access features of Route 95 be extended to include these additional ramps in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code as amended.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Janney, that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location public hearing was held in the George Washington High School Auditorium, Danville, Virginia, on December 13, 1972, at 7:30 p.m., for the purpose of considering the proposed location of Route 265 (Danville Bypass) from the intersection of Route 29 south of Danville to the intersection of Route 29 north of Danville in Pittsylvania County, Virginia, State Project 6265-071-101; 6265-071-102, and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved in accordance with Plan II as proposed and presented at the said location public hearing by the Department's engineers, and

BE IT FURTHER RESOLVED, that this project be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with Highway Commission policy for bypasses of cities and towns, and

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33.1-29 of the 1950 Code of Virginia, as amended, the proposed new location herein approved, in Pittsylvania County, approximately 10.7 miles, be added to the Primary System of Highways and designated as Route 265.

MOTION CARRIED

Docusign Envelope ID: 54C3F0A7-0B58-4A41-B3C8-B2F0321FDE7C

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 # 6

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

March 29, 2023

MOTION

Made By: Ms. Hynes, **Seconded By**: Mr. Merrill,

Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs) for the Potomac Commuter Garage, Prince William County

WHEREAS, on January 18, 1973, the State Highway Commission, predecessor to the CTB, resolved that the limited access features of Route 95 be extended to include additional ramps as part of the improvements of the Route 95 Interchange with Route 642 (Opitz Boulevard), which has since been renumbered Route 2000, in Prince William County in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 *Code of Virginia* as amended; and

WHEREAS, State Highway Project PRGA-076-242 UPC 111485 ("Project") provides a 1,400-space commuter parking garage on a Prince William County-owned parcel bounded by River Rock Way, Potomac Center Boulevard, and Opitz Boulevard. Access to the parking garage will be from an existing entrance along River Rock Way and newly constructed entrance on Bridge View Drive. External site roadway and pedestrian improvements are also proposed, including turn lane extensions on Potomac Center Boulevard, Opitz Boulevard, and River Rock Way. River Rock Way will be widened to accommodate a third left turn lane to Opitz Boulevard and to provide direct access to the I-95 NB ramp. Pedestrian facilities are included along River Rock Way, from the entrance of the parking garage to the intersection with Opitz Boulevard. The widening of River Rock Way and the pedestrian improvements along River Rock Way and Opitz Boulevard will impact the existing limited access control lines; and

Docusign Envelope ID: 54C3F0A7-0B58-4A41-B3C8-B2F0321FDE7C

WHEREAS, the widening of River Rock Way and the addition of pedestrian access along River Rock Way and Opitz Boulevard require an adjustment to the beginning of the limited access line on the northbound side as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, Prince William County held a Design Public Hearing ("Hearing") for the Project, including the current and proposed locations of the limited access lines, on Tuesday September 20, 2022, at 2:00 pm at Prince William County Board Chambers 1 County Complex Ct, Woodbridge, VA 22192, and allowed public input to be collected concerning the request; and

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

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

WHEREAS, the Virginia Department of Transportation's (VDOT's) Northern Virginia District Office reviewed and approved the traffic analysis report on June 9, 2020, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a Categorical Exclusion (CE) was prepared under an agreement between the VDOT and the Federal Highway Administration, and approved on September 24, 2019. The initial approved CE did not identify the changes to the limited access control. A reevaluation memorandum was provided November 18, 2022, to include the impacts to the limited access control; and

WHEREAS, the Project is located in a nonattainment area for ozone and was properly programmed in the Constrained Long-Range Plan (CLRP), Visualize2045, under CLRP ID 3188 and the FY 2017-2022 State Transportation Improvement Program grouping for Construction: Safety/ITS/Operational Improvements; and

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WHEREAS, the Project is in Prince William County and the proposed LACCs are supported by a letter from the Prince William County Director of Transportation dated November 18, 2022 (attached); and

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 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 Route 2000 (Opitz Boulevard) in Prince William County 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 attached exhibits.

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.

####

Docusign Envelope ID: 54C3F0A7-0B58-4A41-B3C8-B2F0321FDE7C

PRINCE WILLIAM COUNTY

Department of Transportation
Ricardo Canizales
Director of Transportation

July 9, 2025

Bill Cuttler, P.E., District Engineer
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, VA 22030

Dear Mr. Cuttler,

The Prince William County Department of Transportation (PWC DOT) concurs with Limited Access Control Change (LACC) as currently proposed in developing the design for sidewalks adjacent to a short segment of Limited Access area for eastbound Opitz Boulevard in front of Sentara Hospital. The current project is entirely locally funded and is not managed under the Virginia Department of Transportation (VDOT) Locally Administered Projects (LAP) Program.

As a result of the advertisement in the publications below, no comments were received by the willingness expiration date June 30, 2025.

Publications	Dates
Prince William Times (Thursdays)	6/12, 6/19
Washington Post – VA Local Living (Thursdays)	6/12, 6/19
El Tiempo Latino (Fridays)	6/13, 6/20

Respectfully,

Rick Canizales, Director
Department of Transportation
Prince William County Government
D: 703.792.5985 | O: 703.792.6825
Rcanizales@pwcgov.org

Docusign Envelope ID: 54C3F0A7-0B58-4A41-B3C8-B2F0321FDE7C

VDOT Virginia Department of Transportation

PUBLIC NOTICE

Proposed Limited Access Control Change
I-95 near Opitz Boulevard
Prince William County
Willingness for Public Comment

The Virginia Department of Transportation (VDOT) invites you to review information about a proposed change in limited access control for I-95 near Opitz Boulevard (Route 2000).

A revised design element for the Sentara Hospital sidewalk project along Opitz Boulevard between River Rock Way and Potomac Center Boulevard (Route 638) will require the existing I-95 limited access lines to be adjusted to accommodate the sidewalk construction. This project will involve changes in limited access control.

Materials are available for review online at **https://www.vdot.virginia.gov/Sentara** or by contacting the Prince William County Department of Transportation Project Manager, Mr. Elnour Adam, at 703-792-8469 or TTY/TDD 711 to review the materials.

The Commonwealth Transportation Board will consider the proposed limited access change at a future meeting.

If your concerns cannot be satisfied, VDOT is willing to hold a public hearing. You may request that a public hearing be held by sending a written request to Mr. Elnour Adam, Prince William County Department of Transportation, 5 County Complex, Suite 290, Woodbridge, VA 22192 on or prior to **June 30, 2025.** If upon receiving public comments it is deemed necessary to hold a public hearing, notice of date, time and place of the hearing will be posted.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964, as amended. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT Civil Rights at 703-259-1775 or TTY/TDD 711.

CALENDAR

Upcoming events

ONGOING

Long Family Farmers Market: Thursdays, 2 to 7 p.m. main parking lot, 2300 Opitz Blvd., Woodbridge.

Dale City Farmers Market: Sundays, 8 a.m. to 1 p.m. 14090 Gemini Way, Dale City.

Haymarket Farmers Market: Sundays, 9 a.m. to 1 p.m. 15000 Washington St., Haymarket.

Historic Manassas Farmers Thursday Market: Thursdays, 8 a.m. to 1 p.m. 9431 West St., Manassas.

Historic Manassas Farmers Saturday Market: Saturdays, 8 a.m. to 1 p.m. 9024 Prince William St., Manassas.

Manassas Park Farmers Market: Saturdays, 8 a.m. to 1 p.m., normally at 100 Park Central Plaza, Manassas Park, but because of voting this Saturday, the market will be moved to the VRE lot at 9300 Manassas Drive.

Gainesville Farmers Market: Sundays, 10 a.m. to 2 p.m. Satellite Parking Lot, 13710 Milestone Court, Gainesville.

Prince William Farmers Market: Thursdays, 3 to 7 p.m. 7 County Complex Court, Woodbridge.

Quantico Farmers Market: Thursdays, noon to 5 p.m. 3500 Russell Road, Quantico.

Tackett's Mill Farmers Market: Tuesdays, 3:30 to 6:30 p.m. 2231 Tackett's Mill Drive, Lake Ridge.

Occoquan Farmers Market: First Friday of every month, 4 to 8 p.m. Mill St. Parking Lot, Occoquan.

Dumfries Farmers Market: Saturdays, 8 a.m. to 2 p.m. 17739 Main St., Dumfries.

FRIDAY, JUNE 13

Fridays at 5 summer concert series: 5 to 9 p.m. Featuring the Chocolate Factory Band. Sean T. Connaughton Plaza, 1 Country Complex Court, Woodbridge. Free.

Fireflies and the Full Moon: 7:30 to 9:30 p.m. Learn about the bioluminescent beetles, the fireflies, and how they communicate through light. Then enjoy the firepit and s'mores under the moon. Registration required online. Neabsco Regional Park, 15125 Blackburn Road, Woodbridge.

Family Movie in the Park: 8:30 to 10:30 p.m. The movie "Captain America" (PG) will begin at dark. Bring a lawn chair or blankets for seating. A parent or guardian must attend with children under age 16. Alcohol not permitted. Chinn Aquatics and Fitness Center, 13025 Chinn Park Drive, Woodbridge. Free.

SATURDAY, JUNE 14

Drawing 101 with Veronica Jones: 1 to 3 p.m. For adults. Fundamentals of drawing, light and shading, perspective, and composition. Registration required at 703-792-8360. Central Library, 8601 Mathis Ave., Manassas.

2025 Freedom Fighters 5K, 10K, and Half-Marathon: 7:30 to 11:30 a.m. Walkers welcome, too. Proceeds benefit Wounded Warrior Project. Register online. Prince William Forest Park, 18170 Park Entrance Road, Triangle.

Guided tours of Bristoe Station Battlefield Heritage Park: 11 a.m., 1 p.m. and 3 p.m. Also Sunday, June 15. Insect repellent encouraged. No pets allowed. Bristoe Station Battlefield Heritage Park,10604 Bristow Road, Bristow. Free.

Family Fun Day: 1 to 5 p.m. Hosted by PowerMax Company. Food, raffles, games, face painting, moon bounce, vendors, appearances by local organizations and community leaders. Merchant Park, 3944 Cameron St., Dumfries.

Rainbow's Inclusive Kayaking Camps for Kids: 10 a.m. to noon. For ages 9 to 18. Safe and stable kayaks, all sessions supervised by trained staff with vests provided. Limited to 10 campers per session. To register: 703-794-5308, Silver Lake Park, 16198 Silver Lake Road, Haymarket. $20 per session.

Potomac Place fifth annual Charity Car Show: 10 a.m. to 1 p.m. Vehicle judging and trophy presentation, raffles, door prizes, food, music. $20 entry fee per vehicle; call 703-494-3817. Donations will benefit the Alzheimer's Association. At Potomac Place, 2133 Montgomery Ave., Woodbridge. Free; public welcome.

SUNDAY, JUNE 15

Book launch and talk: 2 p.m. Author and historian Marion Ransell Dobbins launches her new book, "The Lost Black Communities of Merrifield, the Pines, and Williamstown," all of which vanished. Register online. Manassas Museum, 9101 Prince William St., Manassas. Free.

MONDAY, JUNE 16

Speak Into Existence open mic: 6:30 to 9 p.m. Family-friendly. All performers of any age are welcome to ask questions, get insight, tell us about your business, perform or just listen. Tickets required on Eventbrite. Cleatbrook Center of the Arts, 2230 Tacketts Mill Drive, Lake Ridge.

Serenity Yoga at Neabsco Creek Boardwalk: 9 to 10 a.m. For ages 14 and up. Bring a yoga mat, blanket and water. 30-minute walk from the parking lot. Registration online. Neabsco Regional Park, 15125 Blackburn Road, Woodbridge.

FROGbots robotics demonstration: 5:30 to 6:30 p.m. For all ages/families. FROGbots offers a hands-on experience for children to drive the team's outreach robot, see the competition robot, and learn more about robotics in general. Montclair Library, 5049 Waterway Drive, Dumfries.

WEDNESDAY, JUNE 18

Storytime Wednesdays at Stonebridge: 10 to 11 a.m. Each week, a storyteller from Barnes and Noble highlights a new book on the town square lawn. Stonebridge at Potomac Town Center, 15201 Potomac Town Place, Woodbridge.

Books on Tap at Sinistral: 7 to 10 p.m. Hosted by Sinistral Brewing and Manassas City Libraries. Discuss the book "I'm Glad My Mom Died" by Jennette McCurdy. Info: kgoff@pwcgov.org. Sinistral Brewing, 9419 Main St., Manassas.

Williams-Dawe House project update meeting: 6 to 8 p.m. Hear from Shalter, Wilson, Sarver and Gray what they learned from the historic structures report and contribute your ideas about how the building should be restored. Brentsville Courthouse Historic Centre, 12229 Bristow Road, Bristow.

FULL LIST OF EVENTS

Visit **PrinceWilliamTimes.com** for a full list of upcoming events in and near Prince William County.

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PUZZLE

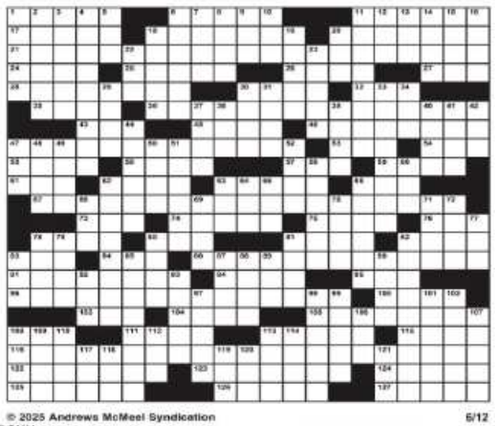
ACROSS
1 American ___ (territory whose capital is Pago Pago)
6 Aussie pals
11 Units named after inventor and engineer Nikola
17 Fairy-tale baddie
18 South American country with the world's largest salt flat
20 Birthplace of Rastafarianism
21 Advertising slogan for "America's Got Talent"?
24 Certain deadly sin
25 "What concerns me is ___"
26 Slight advantage
27 Farm member
28 Demand ___ post
30 Luggage-checking org.
32 It's just for show(rooms)
35 Advertising slogan for the MLB?
36 Australian runner
43 A pop
45 Result of waves hitting rocks on the shoreline
46 Advertising slogan for Chippendales?
47 Tie-breaking periods in the NHL
53 Apt rhyme of "spy"
54 Ties the knot
55 Hurt badly
56 Surgery sites, for short
57 Bitter brews, briefly
59 Historical period
61 Audacity
62 "Go ahead, make my day!"
63 Amazonian snake
66 Advertising slogan for the NBA?
67 "Black gold"
73 "Black gold"
74 A la king?
75 Throw out
76 Droop
78 Await judgment
80 "Science Guy" Bill
81 "Steve Jobs" actor Rogen
82 "Do ___ others ..."
83 Family guy
84 Texter's "I think ..."
85 Advertising slogan for the PGA?
91 Rural route with little traffic
94 Nickname that sounds like its first two letters
95 "Dancing With the Stars" network
96 Advertising slogan for Midas' "Muffler service"?
100 "The Wire" actor Idris
103 Anderson Cooper's network
104 Regrets
105 Most greasy, maybe
108 Accelerator
111 Three ___ cloth
113 Labor leader Jimmy
115 100 centavos
116 Advertising slogan for McCafé?
122 Made certain
123 Nor's partner
124 Swerves
126 Roadside stops
126 Like a toddler's face after a spaghetti dinner
127 "Build on"

DOWN
1 Touchscreen tools
2 About
3 Whipped dessert
4 Veterans
5 What might fill a pint glass
6 EGOT winner and "West Side Story" actress Rita
7 Thomas ___ Edison
8 Pricing category
9 Actress Longoria
10 Fam member
11 "So there!"
12 GPR pro
13 ___ Paulo
14 Container tops
15 Berry that's mostly vowels
16 Utters
18 Confuse
19 Venue for gladiators
20 British sports car, informally
22 Canine command
23 Tweaks, as an essay
29 A few
30 Pumpkin pie spice
31 Feel sore
33 Congressional periods
34 Music blazer
37 Overflow (with)
38 Bar bill
39 Corporate VIPs
40 ___ of expertise
41 Big name in potato chips
42 Caustic cleaner
44 Org. aka the Postal Service
47 "SmackDown" org.
48 Juno's Greek counterpart
49 Dutch cheese
50 Soft mineral
51 Swank in Hollywood
52 Nonparticipation anxiety, briefly
58 One who plays a monthly flat fee?
60 25-time LPGA Tour winner Se Ri ___
62 NFL field
63 Yens
64 Cellular messenger
65 Fashion letters
66 Nonsense
68 A long, long time
69 Oboe insert
70 Connect the ___
71 Ain't equivalent?
72 Statistician Silver
77 Mars, but not Earth
78 Family guy
79 Biblical garden
80 "Stick Season" singer Kahan
81 Witnessed
82 Not trimmed, as a beard
83 "What's up, ___?" (Bugs Bunny's catchphrase)
85 Some Canadian coins
87 Like a red steak
88 Some classic PCs
89 Complete (for)
90 Assist with a crime
92 Big Apple inits.
93 "10" actress Bo
97 Pond W.H. ___
98 Out of tune
99 Epitome of thinness
101 Sounded like a smoke detector
102 Put forward
106 Paving goo
107 Midsection
108 It's a thing
109 "Curses!"
110 Branch headquarters?
112 Condition that may involve repetitive behaviors, for short
113 Chart-topping songs
114 Protest singer Phil
117 "___ pasa?" ("What's happening?")
118 www.wiktionary.org, e.g.
119 "Losing My Religion" band
120 Pizzeria order
121 Charlottesville sch.

UNIVERSAL CROSSWORD

Ad Absurdum

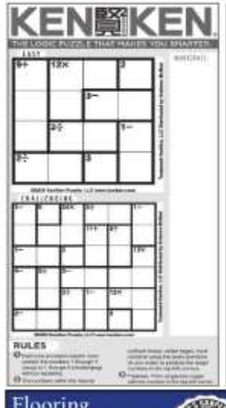
By Jeff Chen and Paul Coulter, edited by Taylor Johnson



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KENKEN

THE LOGIC PUZZLE THAT MAKES YOU SMARTER



RULES

7 LITTLE WORDS

Find the 7 words to match the 7 clues. The numbers in parentheses represent the number of letters in each solution. Each letter combination can be used only once, but all letter combinations will be necessary to complete the puzzle.

CLUES	SOLUTIONS
1 2008 Baz Luhrmann film (9)	
2 1942 Bergman & Bogart film (10)	
3 2012 James Bond film (7)	
4 2007 Pixar rodent film (11)	
5 2012 Daniel Day-Lewis film (7)	
6 1992 Robert Redford film (8)	
7 2021 Emma Stone film (7)	

SKY	SN	FALL	CRU	CAS
ABL	RA	ILLE	TOU	OLN
ST	LIA	LINC	AU	RS
ELLA	RA	TA	ANCA	EAKE

SUDOKU

Complete the grid so that every row, column and 3x3 box contains every digit from 1 to 9 inclusively.

				9	2			
				6	7	8		
8			5			4		
1		6	2					4
	2		8			7		
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	9		4					2
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		8	2					

DIFFICULTY RATING: ★★★★★

SUDOKU SOLUTION

3	5	4	9	2	1	6	8	7
2	6	9	3	7	8	1	4	5
8	7	1	5	6	4	2	9	3
1	3	7	2	8	5	9	6	4
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5	8	6	4	3	9	7	1	2
6	1	5	8	4	2	3	7	9
4	9	3	7	5	6	5	2	1
7	2	8	1	9	3	4	5	6

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NEWS

DATA CENTERS

Data center plan sparks debate at Four Seasons

Current, former county chairs spar at community town hall

BY JILL PALERMO
Managing Editor

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Amounts reflect donations given by Jeff Mulhausen, Alejandra Duarte, Cedrus Group, Mulhausen's business, and William Cooley. Source: Virginia Public Access Project

VDOT Virginia Department of Transportation

PUBLIC NOTICE

Proposed Limited Access Control Change
I-95 near Opitz Boulevard
Prince William County
Willingness for Public Comment

The Virginia Department of Transportation (VDOT) invites you to review information about a proposed change in limited access control for I-95 near Opitz Boulevard (Route 2000).

A revised design element for the Sentara Hospital sidewalk project along Opitz Boulevard between River Rock Way and Potomac Center Boulevard (Route 638) will require the existing I-95 limited access lines to be adjusted to accommodate the sidewalk construction. This project will involve changes in limited access control.

Materials are available for review online at **https://www.vdot.virginia.gov/Sentara** or by contacting the Prince William County Department of Transportation Project Manager, Mr. Elnour Adam, at 703-792-8469 or TTY/TDD 711 to review the materials.

The Commonwealth Transportation Board will consider the proposed limited access change at a future meeting.

If your concerns cannot be satisfied, VDOT is willing to hold a public hearing. You may request that a public hearing be held by sending a written request to Mr. Elnour Adam, Prince William County Department of Transportation, 5 County Complex, Suite 290, Woodbridge, VA 22192 on or prior to **June 30, 2025.** If upon receiving public comments it is deemed necessary to hold a public hearing, notice of date, time and place of the hearing will be posted.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964, as amended. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT Civil Rights at 703-259-1775 or TTY/TDD 711.

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Descubre la Antártica en DC a través de cócteles en una experiencia de una sola noche

Antarctica The Underworld será una experiencia envolvente con una historia que se bebe el 22 de junio

El verano ya ha llegado a Washington, DC y con el calor y la humedad extremos de la capital nacional, no es difícil extrañar el aire frío del invierno. El domimgo 22 de junio de 3 pm a 7 pm, con un poco de imaginación y refrescantes cócteles inspirados en la Antártica, usted podrá transportarse a otro mundo por unas horas con la experiencia de mixología "Antarctica The Underworld x Prosper".

Se trata de una experiencia inmersiva de una sola noche centrada en cóctreles y organizada por Jonathan Henriquez y José Cox, en colaboración con Al Thompson de Prosper Pop-Up Bar, un lugar que se ha hecho conocido por transportar a sus visitantes a otros mundos a través de cócteles únicos.

Los cócteles son la parte central de esta experiencia pero lo que los rodea es lo que hará de esta noche algo realmente único. Al entrar a este mundo antártico puede esperar un diseño de sonido por el DJ Quickspin que estará llevando a la audiencia a mundos helados durante transcurre el evento. Todo esto con storytelling enfocado en que la imaginación, la decoración y los sabores se combinen en un viaje mágico a otro mundo.

"Lo que me motivó a mí a crear 'Antarctica The Underworld x Prosper' fue la idea de poder unir a la gente bajo este evento y la promesa de llevarlos a otra época a través de storytelling usando cócteles", dijo Jonathan Henriquez a El Tiempo Latino. "Es más que simplemente tomarse unos tragos, es una experiencia inmersiva que despierta emociones, invita a entablar conexiones y causa curiosidad en cada asistente".

Y justamente fue la curiosidad sobe los diarios perdidos del almirante Richard Byrd que fueron descubiertos por su hijo, lo que motivó a estos expertos en la industria a montar esta experiencia. En esos diarios, Byrd describe un "mundo oculto más allá del hielo" que es cálido, verde y hasta habitado por seres que hacen un llamado de atención a la humanidad.

"Yo quise trabajar con Jobathan y José porque ellos son dos de los bartenders más creativos en Washington, DC", dijo Al Thompson a El Tiempo Latino. "Ellos prestan mucha atención a los detalles y están creando una experiencia como nunca antes hemos visto".

Los tickets cuestan $78 y se pueden comprar aquí: www.liquidsentidos.com/events/Antarctica-The-Underworld-x-Prosper-2025



POR @SOSHELMAG - BRYAN ABDALLAH | CORTESÍA DE JONATHAN HENRIQUEZ

Antarctica The Underworld x Prosper — *An Immersive Pop-Up Cocktail Experience*
DOMIMGO 22 DE JUNIO

¡SOLO POR UNA NOCHE!
De 3pm a 6pm en 1610 B 14th Street NW, Washington, DC
Tickets: $78 por persona

Embárcate en un viaje multisensorial con THE UNDERWORLD, una experiencia inmersiva de coctelería y narrativa inspirada en lo mítico y lo oculto. El evento incluye:

- Recorrido guiado con 4 cócteles temáticos exclusivos
- Storytelling envolvente y sorpresas atmosféricas
- Música en vivo con DJ Quickspin
- Acceso a THE UNDERWORLD, un bar mitológico que desaparece tras una sola noche a una hora determinada de 3:00 p.m. – 6:00 p.m.
- Participa en la experiencia completa con cata de cócteles guiada.
- De 7:00 p.m. – hasta tarde THE UNDERWORLD evoluciona. Un nuevo menú de cócteles à la carte emerge.
- Se aceptan visitas sin reservación, por orden de llegada. Hasta agotar existencias.

WELCOME RITUAL: "Paloma Cocktail Mini Paleta"
Un brindis de bienvenida con copas de champaña y una mini paleta de Paloma congelada en el tallo, como un artefacto atrapado en el hielo. Mientras vibraciones ambientales llenan el espacio, se inicia la travesía.

COCKTAIL 1: Herbal & Vibrant
La primera revelación de Byrd: "Dentro del hielo existe un mundo verde y exuberante, desconocido para la superficie".

Revelación interactiva:
El menú está congelado dentro de un bloque de hielo

Los invitados deben romper el hielo para descubrirlo. El mismo hielo se usa para agitar y enfriar el cóctel. Se acompaña de una experiencia con "Palo Santo Cloud Cart" decorado con una gomita de dinosaurio, símbolo de criaturas perdidas renacidas en el mito.

COCKTAIL 2: "Hot & Cold"
Un cóctel tiki con espuma tibia, diseñado para explorar el contraste sensorial.

Byrd escribe: "Adentro, el mundo es cálido... afuera, es la muerte."

Base fría de cóctel tiki coronado en la mesa con espuma caliente. Una experiencia entre dimensiones. Ambos mundos tocan tus sentidos.

COCKTAIL 3: Clarified Milk Punch
Inspirado en la visión de Byrd sobre seres del inframundo que hablan de equilibrio y lanzan una advertencia: "Tu mundo superficial está muriendo."

Un milk punch clarificado y brillante. Etéreo, sedoso, con un mensaje oculto entre sus capas.

¿Te atreves a entrar a THE UNDERWORLD? Una noche. Un ritual. Una historia que se bebe.

VDOT Virginia Department of Transportation

Cambio Propuesto en el Control de Acceso Limitado I-95 cerca de Opitz Boulevard

Condado de Prince William

Disponibilidad para Comentarios del Público

El Departamento de Transporte de Virginia (VDOT, por sus siglas en inglés) lo invita a revisar información sobre un cambio propuesto en el control de acceso limitado para la I-95 cerca del Bulevar Opitz (Ruta 2000).

Un elemento de diseño revisado para el proyecto de acera del Hospital Sentara a lo largo del Bulevar Opitz entre River Rock Way y Potomac Center Boulevard (Ruta 638) requerirá ajustar las líneas de acceso limitado existentes de la I-95 para permitir la construcción de la acera. Este proyecto implicará cambios en el control de acceso limitado.

El material está disponible para revisión en línea en **https://www.vdot.virginia.gov/Sentara** o comunicándose con el Gerente de Proyecto del Departamento de Transporte del Condado de Prince William, Sr. Elnour Adam, al 703-792-8469 o TTY/TDD 711 para revisar los materiales.

La Junta de Transporte del Commonwealth considerará el cambio propuesto en el control de acceso limitado en una reunión futura.

Si sus inquietudes no pueden ser resueltas, VDOT está dispuesto a realizar una audiencia pública. Usted puede solicitar que se lleve a cabo una audiencia pública enviando una solicitud por escrito al Sr. Elnour Adam, Departamento de Transporte del Condado de Prince William, 5 County Complex, Suite 290, Woodbridge, VA 22192 a más tardar el 30 de junio de 2025. Si al recibir comentarios públicos se considera necesario realizar una audiencia pública, se publicará un aviso con la fecha, hora y lugar de la audiencia.

VDOT garantiza la no discriminación y la igualdad de oportunidades de empleo en todos los programas y actividades de acuerdo con el Título VI y el Título VII de la Ley de Derechos Civiles de 1964, en su forma enmendada. Si necesita más información o asistencia especial para personas con discapacidades o dominio limitado del inglés, comuníquese con la Oficina de Derechos Civiles de VDOT al 703-259-1775 o TTY/TDD 711.

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Si usted es una persona con una discapacidad y desea que cualquier dispositivo de asistencia, servicio u otras adaptaciones participen en esta actividad, comuníquese con Virginia Cooperative Extension 5 días antes de la cita en línea durante el horario comercial de 8 a.m. y 5 p.m. para discutir las adaptaciones.

Los programas y el empleo de Virginia Cooperative Extension están abiertos a todos, independientemente de su edad, color, discapacidad, género, identidad de género, expresión de género, origen nacional, afiliación política, raza, religión, orientación sexual, información genética, estado de veterano o cualquier otra base protegida por la ley. Un empleador de igualdad de oportunidades/acción afirmativa. Publicado en la continuación del trabajo de extensión cooperativa, el Instituto Politécnico de Virginia y la Universidad Estatal, la Universidad Estatal de Virginia y la cooperación del Departamento de Agricultura de los Estados Unidos. Edwin J. Jones, Director de Extensión Cooperativa de Virginia, Virginia Tech, Blacksburg; M. Ray McKinnie, Administrador, Programa de Extensión de 1890, Universidad Estatal de Virginia, Petersburg.







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- Andrea Bailey, D-Potomac: $2,500
- Kenny Boddye, D-Occoquan: $15,000
- Margaret Franklin, D-Woodbridge: $5,000
- Yesli Vega, R-Coles: $100,000

Amounts reflect donations given by Jeff Mulhausen, Alejandra Duarte, Cedrus Group, Mulhausen's business, and William Cooley. Source: Virginia Public Access Project

VDOT Virginia Department of Transportation

PUBLIC NOTICE

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Home Sales

HOMES FROM 1

Southern Cross Lane, 9512, $860,000.
Wallingford Dr., 9439, $915,000.
Wilmington Dr., 6010, $845,000.

CENTREVILLE AREA
Barnsley Pl., 13919, $615,000.
Battery Ridge Lane, 14659, $900,000.
Brittney Elyse Cir., 5126, No. H, $449,900.
Chapel Run Ct., 5672, $530,000.
Coneflower Ct., 13471, $1.13 million.
Cub Run Ct., 6719, $530,000.
Giant Oak Ct., 6055, $430,000.
Gunners Pl., 13938, $566,000.
Lynhodge Ct., 14861, $492,000.
New Braddock Rd., 13942, $479,000.
Ottawa Rd., 5815, $810,000.
Richard Simpson Lane, 14700, $1.05 million.
Sequoia Farms Dr., 5520, $742,000.
Sunset View Trail, 16205, $2.48 million.
Waterflow Pl., 13921, $640,000.

CHANTILLY AREA
Autumn Glory Way, 4862, $1.5 million.
Chelan Crossing, 4916, $961,213.
Eagle Chase Cir., 14049, $1.15 million.
George Carter Way, 14530, $590,455.
Hazelnut Ct., 4505, $1.05 million.
Lightfoot St., 3810, No. 309, $360,000.
Longmire Way, 4938, $739,963.
Privet Ct., 4092, $806,000.
Sutton Oaks Dr., 4602, $950,000.

CLIFTON AREA
Foggy Hills Ct., 13803, $925,000.
Orchard Dr., 13581, $380,000.
Whetstone Manor Ct., 13905, $850,000.

FAIRFAX CITY AREA
Appling Valley Rd., 11945, $891,000.
Barkley Dr., 3422, $1.16 million.
Black Rock Ct., 10201, $1.1 million.
Cedar Farm Cir., 9659, $815,000.
Coralberry Dr., 13227, $1.1 million.
Eskridge Rd., 2943, $1.05 million.
Friendship Ct., 10253, $600,000.
Glenn Rose St., 4437, $760,000.
Grays Pointe Rd., 12947, No. A, $375,000.
Head Ct., 5047, $611,000.
Hummingbird Way, 4618, No. 101, $564,000.
Kernstown Ct., 3920, $613,510.
Log Ridge Dr., 11404, $830,000.
Meadow Estates Dr., 5273, $1.52 million.
Nuttall Rd., 4411, $1.12 million.
Pennypacker Lane, 13206, $760,000.
Prosperity Ave., 2655, No. 116, $370,000.
Rockcrest Dr., 4439, $775,000.
St. Marks Pl., 9307, $1.27 million.
Silent Valley Dr., 3023, $569,900.
Superior Sq., 4531, $480,000.
Tapestry Dr., 4788, $1.02 million.
Valley Ridge Cir., 11730, $685,000.
Wild Blue Indigo Ct., 3054, $1.04 million.

FAIRFAX STATION AREA
Cathedral Forest Dr., 8511, $1.95 million.
Fournier Dr., 10721, $1.4 million.
Pohick Station Dr., 6310, $1.28 million.
Silver Pointe Way, 9131, $1.23 million.

FALLS CHURCH AREA
Blade Dr., 7343, $854,560.
Brad St., 7505, $620,000.
Covewood Ct., 3150-J, $454,000.
Ellison St., 7139, $1.9 million.
Gouthier Rd., 6809, $805,000.
Inversham Dr., 7723, No. 138, $447,500.
Lee Oaks Ct., 2807, No. 101, $430,000.
Nicosh Cir., 3009, No. 4205, $315,000.
Poplar Dr., 1017, $2.2 million.
Sycamore Dr., 7909, $920,000.
Wayne Rd., 3033, $875,000.

FALLS CHURCH-PIMMIT AREA
Anderson Rd., 1916, $850,000.
Fallsmere Ct., 2506, $925,000.
Hillside Dr., 2020, $1.42 million.
Lily Pond Dr., 2146, $2.2 million.
Pimmit Dr., 2300, No. 105, $322,000.
Storm Ct., 7400, $1.75 million.
Venice St., 7411, $1.02 million.

FORT HUNT AREA
Battery Rd., 8902, $915,000.
Chadwick Ave., 1209, $1.07 million.
Old Stage Rd., 1908, $1.05 million.
William And Mary Dr., 2213, $915,000.

GREAT FALLS AREA
Constellation Dr., 922, $1.24 million.
Golden Falcon St., 9900, $1.25 million.
Locust Hill Dr., 9621, $875,000.
Sherlin Lane, 815, $1.64 million.
Whitney Manor Ct., 9002, $3.82 million.

HERNDON AREA
Alan Shepard St., 3128, $845,000.
Anthem Ave., 133, $715,000.
Autumn Hill Lane, 13160, $930,000.
Blue Holly Lane, 2906, $1.16 million.
Centre Park Cir., 12957, No. 212, $291,000.
Crestview Dr., 999, $780,000.
Emerald Chase Dr., 2950, $941,500.
Fort Lee St., 2964, $1.3 million.
Grace St., 763, $1.45 million.
Heritage Farm Ct., 3002, $1.15 million.
Innovation Station Loop, 13544, $588,130.
Innovation Station Loop, 13560, $712,895.
Innovation Station Loop, 13576, $734,475.
Kingsvale Cir., 1404, $775,000.
Ladybank Lane, 13195, $930,000.
Longleaf Lane, 12809, $817,750.
Marcey Creek Rd., 13154, $465,000.
Neil Armstrong Ave., 13709, $827,000.
Parkvale Ct., 1453, $774,800.
Quick St., 2491, No. 302, $370,000.
Rowles Pl., 13324, $400,000.
Stone Mountain Ct., 2609, $860,000.
Topsfield Ct., 13218, $963,000.
Westwood Hills Dr., 12113, $1.1 million.
Woodland Gap Terr., 2256, No. 32, $710,000.

HUNTINGTON AREA
Blaine Dr., 5829, $532,500.
Elmwood Dr., 3907, $750,000.
Farrington Ave., 2301, No. 3-204, $175,000.
Huntington Station Ct., 2372, $749,900.
Mount Eagle Dr., 5901, No. 116, $475,000.
Red Star Lane, 2822, $895,000.

HYBLA VALLEY AREA
Bayberry Dr., 7933, $768,000.
Calderon Ct., 7503, No. 232, $379,900.
Deer Run Dr., 6810, $515,000.
Hokie Lane, 2826, $850,000.
Midday Lane, 7609, $960,000.
Mountaineer Dr., 7206, $829,450.
Phillips Dr., 2423, $590,000.
Vantage Dr., 7002, $740,000.

LINCOLNIA AREA
Cheyenne Knoll Pl., 5437, $762,900.
First Statesman Lane, 5586, $499,900.
Ridgewood Rd., 5005, $1.12 million.
Tartan Vista Dr., 6563, $575,000.

LORTON AREA
Bluebird Way, 8310, $450,000.
Cherokee Rose Way, 8870, $660,000.
Furey Rd., 9127, $695,000.
Igoe St., 9033, $1.15 million.
Lone Star Rd., 7458, $505,095.
Purvis Dr., 9104, $975,000.
Trestle Ct., 6916, $505,000.

MCLEAN AREA
Bargo Ct., 1902, $1.55 million.
Churchill Rd., 7007, $3.67 million.
Crossover Dr., 7719, $2.1 million.
East Ave., 1705, $1.27 million.
Fleetwood Rd., 6800, No. 815, $300,000.
Greensboro Dr., 8360, No. 221, $522,000.
Hardison Lane, 1365, $2.42 million.
Huntmaster Lane, 7644, $975,000.
Kennedy Dr., 1954, No. 201, $300,000.
Lincoln Way, 1517, No. 301A, $410,000.
Lumsden St., 6706, $2.35 million.
Merrimac Dr., 7126, $3.4 million.
Old Meadow Rd., 1761, No. 504, $990,000.
Royal Oak Dr., 7508, $1.93 million.
Tremayne Pl., 7600, No. 103, $366,000.
Turkey Run Rd., 903, $9.95 million.
Woodland Terr., 6025, $2.35 million.

MOUNT VERNON AREA
Casa Grande Pl., 7905, No. 121E, $330,000.
El Cerrito Pl., 3819A, No. 1A, $282,000.
Forest Haven Dr., 9224, $824,000.
Longworthe Sq., 4421, $580,000.
Shadwell Dr., 8612, No. 49, $230,000.
Venoy Ct., 8620, $300,000.

NORTH SPRINGFIELD AREA
Bellington Ct., 7717, $765,000.
Derby Ct., 8419, $665,000.
Inverchapel Rd., 5320, $801,500.
Leestone St., 7044, $635,000.
Rolling Rd., 5405, $715,000.

OAKTON AREA
Berryland Dr., 2721, $1.12 million.
Foxclove Rd., 11511, $2.93 million.
Oakton Rd., 11018, $2.1 million.
Valewood Dr., 3410, $840,000.

RESTON AREA
Arboretum Way, 2280, $1.01

SEE **HOMES** ON 4

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CALENDAR

Upcoming events

ONGOING

Long Family Farmers Market: Thursdays, 2 to 7 p.m. main parking lot, 2300 Opitz Blvd., Woodbridge.

Dale City Farmers Market: Sundays, 8 a.m. to 1 p.m. 14090 Gemini Way, Dale City.

Haymarket Farmers Market: Sundays, 9 a.m. to 1 p.m. 15000 Washington St., Haymarket.

Historic Manassas Farmers Thursday Market: Thursdays, 8 a.m. to 1 p.m. 9431 West St., Manassas.

Historic Manassas Farmers Saturday Market: Saturdays, 8 a.m. to 1 p.m. 9024 Prince William St., Manassas.

Manassas Park Farmers Market: Saturdays, 8 a.m. to 1 p.m., normally at 100 Park Central Plaza, Manassas Park, but because of voting this Saturday, the market will be moved to the VRE lot at 9300 Manassas Drive.

Gainesville Farmers Market: Sundays, 10 a.m. to 2 p.m. Satellite Parking Lot, 13710 Milestone Court, Gainesville.

Prince William Farmers Market: Thursdays, 3 to 7 p.m. 7 County Complex Court, Woodbridge.

Quantico Farmers Market: Thursdays, noon to 5 p.m. 3500 Russell Road, Quantico.

Tackett's Mill Farmers Market: Tuesdays, 3:30 to 6:30 p.m. 2231 Tackett's Mill Drive, Lake Ridge.

Occoquan Farmers Market: First Friday of every month, 4 to 8 p.m. Mill St. Parking Lot, Occoquan.

Dumfries Farmers Market: Saturdays, 8 a.m. to 2 p.m. 17739 Main St., Dumfries.

FRIDAY, JUNE 13

Fridays at 5 summer concert series: 5 to 9 p.m. Featuring the Chocolate Factory Band. Sean T. Connaughton Plaza, 1 Country Complex Court, Woodbridge. Free.

Fireflies and the Full Moon: 7:30 to 9:30 p.m. Learn about the bioluminescent beetles, the fireflies, and how they communicate through light. Then enjoy the firepit and s'mores under the moon. Registration required online. Neabsco Regional Park, 15125 Blackburn Road, Woodbridge.

Family Movie in the Park: 8:30 to 10:30 p.m. The movie "Captain America" (PG) will begin at dark. Bring a lawn chair or blankets for seating. A parent or guardian must attend with children under age 16. Alcohol not permitted. Chinn Aquatics and Fitness Center, 13025 Chinn Park Drive, Woodbridge. Free.

SATURDAY, JUNE 14

Drawing 101 with Veronica Jones: 1 to 3 p.m. For adults. Fundamentals of drawing, light and shading, perspective, and composition. Registration required at 703-792-8360. Central Library, 8601 Mathis Ave., Manassas.

2025 Freedom Fighters 5K, 10K, and Half-Marathon: 7:30 to 11:30 a.m. Walkers welcome, too. Proceeds benefit Wounded Warrior Project. Register online. Prince William Forest Park, 18170 Park Entrance Road, Triangle.

Guided tours of Bristoe Station Battlefield Heritage Park: 11 a.m., 1 p.m. and 3 p.m. Also Sunday, June 15. Insect repellent encouraged. No pets allowed. Bristoe Station Battlefield Heritage Park,10604 Bristow Road, Bristow. Free.

Family Fun Day: 1 to 5 p.m. Hosted by PowerMax Company. Food, raffles, games, face painting, moon bounce, vendors, appearances by local organizations and community leaders. Merchant Park, 3944 Cameron St., Dumfries.

Rainbow's Inclusive Kayaking Camps for Kids: 10 a.m. to noon. For ages 9 to 18. Safe and stable kayaks, all sessions supervised by trained staff with vests provided. Limited to 10 campers per session. To register: 703-794-5308, Silver Lake Park, 16198 Silver Lake Road, Haymarket. $20 per session.

Potomac Place fifth annual Charity Car Show: 10 a.m. to 1 p.m. Vehicle judging and trophy presentation, raffles, door prizes, food, music. $20 entry fee per vehicle; call 703-494-3817. Donations will benefit the Alzheimer's Association. At Potomac Place, 2133 Montgomery Ave., Woodbridge. Free; public welcome.

SUNDAY, JUNE 15

Book launch and talk: 2 p.m. Author and historian Marion Ransell Dobbins launches her new book, "The Lost Black Communities of Merrifield, the Pines, and Williamstown," all of which vanished. Register online. Manassas Museum, 9101 Prince William St., Manassas. Free.

MONDAY, JUNE 16

Speak Into Existence open mic: 6:30 to 9 p.m. Family-friendly. All performers of any age are welcome to ask questions, get insight, tell us about your business, perform or just listen. Tickets required on Eventbrite. Cleatbrook Center of the Arts, 2230 Tacketts Mill Drive, Lake Ridge.

Serenity Yoga at Neabsco Creek Boardwalk: 9 to 10 a.m. For ages 14 and up. Bring a yoga mat, blanket and water. 30-minute walk from the parking lot. Registration online. Neabsco Regional Park, 15125 Blackburn Road, Woodbridge.

FROGbots robotics demonstration: 5:30 to 6:30 p.m. For all ages/families. FROGbots offers a hands-on experience for children to drive the team's outreach robot, see the competition robot, and learn more about robotics in general. Montclair Library, 5049 Waterway Drive, Dumfries.

WEDNESDAY, JUNE 18

Storytime Wednesdays at Stonebridge: 10 to 11 a.m. Each week, a storyteller from Barnes and Noble highlights a new book on the town square lawn. Stonebridge at Potomac Town Center, 15201 Potomac Town Place, Woodbridge.

Books on Tap at Sinistral: 7 to 10 p.m. Hosted by Sinistral Brewing and Manassas City Libraries. Discuss the book "I'm Glad My Mom Died" by Jennette McCurdy. Info: kgoff@pwcgov.org. Sinistral Brewing, 9419 Main St., Manassas.

Williams-Dawe House project update meeting: 6 to 8 p.m. Hear from Shalter, Wilson, Sarver and Gray what they learned from the historic structures report and contribute your ideas about how the building should be restored. Brentsville Courthouse Historic Centre, 12229 Bristow Road, Bristow.

FULL LIST OF EVENTS

Visit **PrinceWilliamTimes.com** for a full list of upcoming events in and near Prince William County.

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PUZZLE

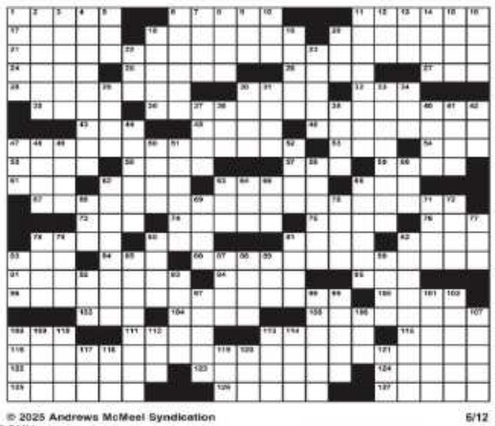
ACROSS
1 American ___ (territory whose capital is Pago Pago)
6 Aussie pals
11 Units named after inventor and engineer Nikola
17 Fairy-tale baddie
18 South American country with the world's largest salt flat
20 Birthplace of Rastafarianism
21 Advertising slogan for "America's Got Talent"?
24 Certain deadly sin
25 "What concerns me is ___"
26 Slight advantage
27 Farm member
28 Demand ___ post
30 Luggage-checking org.
32 It's just for show(rooms)
35 Advertising slogan for the MLB?
36 Australian runner
43 A pop
45 Result of waves hitting rocks on the shoreline
46 Advertising slogan for Chippendales?
47 Tie-breaking periods in the NHL
53 Apt rhyme of "spy"
54 Ties the knot
55 Hurt badly
56 Surgery sites, for short
57 Bitter brews, briefly
59 Historical period
61 Audacity
62 "Go ahead, make my day!"
63 Amazonian snake
66 Advertising slogan for the NBA?
67 "Black gold"
73 "Black gold"
74 A la king?
75 Throw out
76 Droop
78 Await judgment
80 "Science Guy" Bill
81 "Steve Jobs" actor Rogen
82 "Do ___ others ..."
83 Family guy
84 Texter's "I think ..."
85 Advertising slogan for the PGA?
91 Rural route with little traffic
94 Nickname that sounds like its first two letters
95 "Dancing With the Stars" network
96 Advertising slogan for Midas' "Muffler service"?
100 "The Wire" actor Idris
103 Anderson Cooper's network
104 Regrets
105 Most greasy, maybe
108 Accelerator
111 Three ___ cloth
113 Labor leader Jimmy
115 100 centavos
116 Advertising slogan for McCafé?
122 Made certain
123 Nor's partner
124 Swerves
126 Roadside stops
126 Like a toddler's face after a spaghetti dinner
127 "Build on"

DOWN
1 Touchscreen tools
2 About
3 Whipped dessert
4 Veterans
5 What might fill a pint glass
6 EGOT winner and "West Side Story" actress Rita
7 Thomas ___ Edison
8 Pricing category
9 Actress Longoria
10 Fam member
11 "So there!"
12 GPR pro
13 ___ Paulo
14 Container tops
15 Berry that's mostly vowels
16 Utters
18 Confuse
19 Venue for gladiators
20 British sports car, informally
22 Canine command
23 Tweaks, as an essay
29 A few
30 Pumpkin pie spice
31 Feel sore
33 Congressional periods
34 Music blazer
37 Overflow (with)
38 Bar bill
39 Corporate VIPs
40 ___ of expertise
41 Big name in potato chips
42 Caustic cleaner
44 Org. aka the Postal Service
47 "SmackDown" org.
48 Juno's Greek counterpart
49 Dutch cheese
50 Soft mineral
51 Swank in Hollywood
52 Nonparticipation anxiety, briefly
58 One who plays a monthly flat fee?
60 25-time LPGA Tour winner Se Ri ___
62 NFL field
63 Yens
64 Cellular messenger
65 Fashion letters
66 Nonsense
68 A long, long time
69 Oboe insert
70 Connect the ___
71 Ain't equivalent?
72 Statistician Silver
77 Mars, but not Earth
78 Family guy
79 Biblical garden
80 "Stick Season" singer Kahan
81 Witnessed
82 Not trimmed, as a beard
83 "What's up, ___?" (Bugs Bunny's catchphrase)
85 Some Canadian coins
87 Like a red steak
88 Some classic PCs
89 Complete (for)
90 Assist with a crime
92 Big Apple inits.
93 "10" actress Bo
97 Pond W.H. ___
98 Out of tune
99 Epitome of thinness
101 Sounded like a smoke detector
102 Put forward
106 Paving goo
107 Midsection
108 It's a thing
109 "Curses!"
110 Branch headquarters?
112 Condition that may involve repetitive behaviors, for short
113 Chart-topping songs
114 Protest singer Phil
117 "___ pasa?" ("What's happening?")
118 www.wiktionary.org, e.g.
119 "Losing My Religion" band
120 Pizzeria order
121 Charlottesville sch.

UNIVERSAL CROSSWORD

Ad Absurdum

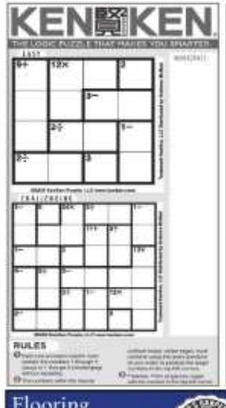
By Jeff Chen and Paul Coulter, edited by Taylor Johnson



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KENKEN

THE LOGIC PUZZLE THAT MAKES YOU SMARTER



RULES

7 LITTLE WORDS

Find the 7 words to match the 7 clues. The numbers in parentheses represent the number of letters in each solution. Each letter combination can be used only once, but all letter combinations will be necessary to complete the puzzle.

CLUES	SOLUTIONS
1 2008 Baz Luhrmann film (9)	
2 1942 Bergman & Bogart film (10)	
3 2012 James Bond film (7)	
4 2007 Pixar rodent film (11)	
5 2012 Daniel Day-Lewis film (7)	
6 1992 Robert Redford film (8)	
7 2021 Emma Stone film (7)	

SKY	SN	FALL	CRU	CAS
ABL	RA	ILLE	TOU	OLN
ST	LIA	LINC	AU	RS
ELLA	RA	TA	ANCA	EAKE

SUDOKU

Complete the grid so that every row, column and 3x3 box contains every digit from 1 to 9 inclusively.

				9	2			
				6	7	8		
8			5			4		
1		6	2					4
	2		8			7		
4			6		8			9
	9		4					2
	6	1	5					
		8	2					

DIFFICULTY RATING: ★★★★★

SUDOKU SOLUTION

3	5	4	9	2	1	6	8	7
2	6	9	3	7	8	1	4	5
8	7	1	5	6	4	2	9	3
1	3	7	2	8	5	9	6	4
9	4	2	6	1	7	8	3	5
5	8	6	4	3	9	7	1	2
6	1	5	8	4	2	3	7	9
4	9	3	7	5	6	5	2	1
7	2	8	1	9	3	4	5	6

KENKEN SOLUTIONS



CROSSWORD SOLUTION



Flooring Specialists & more...
EARLY'S CARPET, INC.
"Your Hometown Store"
The largest in-stock Inventory of Carpet, Area Rugs, Oriental, Vinyl, Hardwood, Laminate, Ceramic & Remnants!
Mon-Fri 9am-5pm
Sat 9am-2pm

Ask the Experts We Do It All!
24 Hrs • 7 Days!
EMERGENCY WATER EXTRACTION
Flooded basements • Busted pipes • Sink & Commode Overflows • Structural drying • Floor Refinishing
Cleaning & Sanitizing • Restoration • Class A Contractor

HOME & OFFICE CLEAN
Carpet • Vinyl • Ceramic Hardwood
Upholstery • Air Ducts
Pick-up & Delivery of Area Rugs
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Home Sales

STAFFORD COUNTY

These sales data recorded by the Stafford County Real Estate Division of the Commissioner's Office were provided by Black Knight Inc.

Amelia Ct., 21, $449,900.
Aurelie Dr., 6, $495,000.
Blackbeard Dr., 1003, $417,000.
Brush Everard Ct., 13, $640,000.
Carson Dr., 9, $484,000.
Choptank Rd., 205, $440,000.
Coachman Cir., 125, $725,000.
Courthouse Manor Dr., 205, $635,000.
Creek Bottom Pl., 1808, $540,775.
Dawson Dr., 31, $565,000.
Derrick Lane, 152, $550,000.
Drake St., 19, $500,000.
Embrey Mill Rd., 508, $695,000.
Fountain Dr., 49, $695,000.
Granite Ct., 2, $555,000.
Harvey Lane, 468, $799,990.
Hillcrest Dr., 1, $311,000.
Hulvey Dr., 47, $450,000.
Ironwood Rd., 42, $1.15 million.
Josh Pl., 1, $585,000.
Lake Bluff Ct., 119, $860,475.
Long Beach Dr., 3, $509,850.
Maple St., 207, $362,000.
McKittrick Dr., 340, $700,970.
McPherson Dr., 99, $699,900.
Midshipman Cir., 222, $555,000.
Nebula Lane, 1606, $154,020.
Onville Rd., 137, $250,000.
Pinewood Rd., 36, $550,000.
Powhatan Ct., 401, $310,000.
Reids Rd., 21, $525,000.
Rippling Water Ct., 4, $875,000.
Rock Hill Church Rd., 577, $595,000.
St. Davids Ct., 1, $655,000.
Shiba Lane, 128, $487,000.
Smith Lake Dr., 33, $775,000.
Snowdrop Dr., 60, $800,000.
State Room Dr., 2023, $560,000.
Sylvan Ct., 13, $362,500.
Tracey Lane, 110, $725,000.
Valerian Loop, 150, No. 403, $451,275.
Warrenton Rd., 601, $610,000.
Windflower Way, 151, $692,670.
Woodstream Blvd., 325, $465,000.

ALEXANDRIA

These sales data recorded by the Alexandria Department of Real Estate Assessments were provided by Black Knight Inc.

Dogwood Dr., 1600, $675,000.
Kenwood Ave., 1671, $530,000.
Martha Custis Dr., 1225, No. 517, $300,000.
Ravensworth Pl., 3229, $395,000.
Walleston Ct., 1606, $1.73 million.
South 28th St., 3240, No. 301, $265,000.

ALEXANDRIA AREA

Ancell St., 5, $525,000.
Ballenger Ave., 1859, $1.05 million.
Cambria Way, 5127, No. 102, $800,000.
Cameron Station Blvd., 421, $574,500.
Charles Ave., 3914, $845,000.
Commonwealth Ave., 2105, $950,000.
Duke St., 523, $1.96 million.
East Luray Ave., 428, $775,000.
Evans Lane, 255, $605,000.
Fort Worth Ave., 3955, $1.5 million.
Goddard Way, 3523, $1.04 million.
Hickory St., 3006, $959,950.
Holmes Run Pkwy., 5500, No. 1607, $304,000.
Hume Ave., 314, No. B, $825,000.
Juliana Pl., 1410, $1.04 million.
Meadows Lane, 105, $675,000.
North Quaker Lane, 512, $985,000.
North Naylor St., 505, $625,000.
North Patrick St., 414, $1.1 million.
North Payne St., 326, $1.1 million.
North Pickett St., 200, No. 604, $395,000.
North Pitt St., 1039, $700,000.
North Royal St., 1052, $810,000.
North Van Dorn St., 1367, $462,400.
North West St., 510, $876,400.
Potomac Ave., 2202, $1.3 million.
Queen St., 524, $1.45 million.
Russell Rd., 1103, $1.64 million.
Second St., 600, No. 301, $1.75 million.
Slaters Lane, 635, No. 310, $840,000.
Strutfield Lane, 4551, No. 4304, $415,000.
Taft Ave., 3705, $1.59 million.
Venable Ave., 4511, $515,000.
Wolfe St., 804, $1.12 million.
Yoakum Pkwy., 203, No. 1524, $400,000.

ARLINGTON

These sales data recorded by the Arlington County Department of Real Estate Assessments were provided by Black Knight Inc.

ARLINGTON AREA

Cherry Hill Rd., 4401, No. 53, $245,000.
North Edgewood St., 802, $1.2 million.
North Hartford St., 1200, No. 604, $460,000.
North Lincoln St., 1221, $1.2 million.
North Manchester St., 511, $1.31 million.
North Powhatan St., 3580, $3.9 million.
North Stuart St., 1029, No. 712, $625,000.
North Taylor St., 900, No. 2023, $365,000.
North Tazewell St., 631, $1.05 million.
North Vermont St., 1111, $1.53 million.
South Abingdon St., 324, $918,300.
South Arlington Mill Dr., 814, No. 6-102, $275,000.
South Four Mile Run Dr., 4500, No. 1114, $437,000.
South Four Mile Run Dr., 4600, No. 1230, $275,000.
South George Mason Dr., 1501, No. 23, $228,000.
South Highland St., 1102, No. 1, $369,300.
South Old Glebe Rd., 22, No. 102D, $332,000.
South Randolph St., 2000, $720,000.
South Veitch St., 906, $849,700.
Washington Blvd., 4510, $1.61 million.
Williamsburg Blvd., 6712, $840,000.
South Second St., 4633, $1.36 million.
North Fifth St., 3100, $1.69 million.
South Eighth Rd., 4823, $680,000.
North 11th St., 2750, $1.58 million.
North 15th St., 2001, No. 402, $449,000.
South 16th Rd., 2906A, No. 2906A, $360,000.
North 24th Rd., 2918, $2 million.
North 25th St., 4717, $1.75 million.
North 28th St., 6220, $1 million.
North 35th Rd., 4863, $1.62 million.

ARLINGTON-CRYSTAL CITY AREA

Crystal Dr., 1805, No. 809S, $775,000.
South Arlington Ridge Rd., 1101, No. 209, $660,000.
South Hill St., 3009, $845,000.

EAST FALLS CHURCH AREA

North Ivanhoe St., 1400, $1.55 million.
North Longfellow St., 871, $999,000.
Washington Blvd., 4920, $1.32 million.
North 22nd Rd., 6242, $965,000.

ROSSLYN AREA

North Nash St., 1427, No. N-301, $385,000.
North Oak St., 1600, No. 722, $580,000.
North Pierce St., 1251, $1.25 million.

SHIRLINGTON AREA

South Arlington Mill Dr., 2516-D, No. 4, $625,000.
South Arlington Mill Dr., 2720, No. 910, $660,000.
South Columbus St., 2961, No. A2, $530,000.
South Glebe Rd., 3068, $760,000.
South Utah St., 3512, $635,000.
South 28th St., 4860, No. C2, $395,000.

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VDOT Virginia Department of Transportation

PUBLIC NOTICE

Proposed Limited Access Control Change
I-95 near Opitz Boulevard
Prince William County
Willingness for Public Comment

The Virginia Department of Transportation (VDOT) invites you to review information about a proposed change in limited access control for I-95 near Opitz Boulevard (Route 2000).

A revised design element for the Sentara Hospital sidewalk project along Opitz Boulevard between River Rock Way and Potomac Center Boulevard (Route 638) will require the existing I-95 limited access lines to be adjusted to accommodate the sidewalk construction. This project will involve changes in limited access control.

Materials are available for review online at **https://www.vdot.virginia.gov/Sentara** or by contacting the Prince William County Department of Transportation Project Manager, Mr. Elnour Adam, at 703-792-8469 or TTY/TDD 711 to review the materials.

The Commonwealth Transportation Board will consider the proposed limited access change at a future meeting.

If your concerns cannot be satisfied, VDOT is willing to hold a public hearing. You may request that a public hearing be held by sending a written request to Mr. Elnour Adam, Prince William County Department of Transportation, 5 County Complex, Suite 290, Woodbridge, VA 22192 on or prior to **June 30, 2025**. If upon receiving public comments it is deemed necessary to hold a public hearing, notice of date, time and place of the hearing will be posted.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964, as amended. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT Civil Rights at 703-259-1775 or TTY/TDD 711.

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Víctor Salgado asegura que la integridad vale más que el dinero en la campaña electoral

El exfiscal federal apuesta por una campaña austera, respaldada por su historia y su lucha contra la corrupción



(arriba) El ex fiscal federal Víctor Salgado, de ascendencia peruana, busca convertirse en el vicegobernador de Virginia.

FOTO MILAGROS MELENDEZ

> VIENE DE LA PAG. A1

En una época donde el dinero ya no garantiza triunfos en la política estadounidense, el abogado y exfiscal emerge como una figura que desafía los moldes tradicionales. "Yo no vengo de una familia con influencias ni dinero. Vengo de una familia migrante que me enseñó a trabajar duro y a no quedarme callado ante la injusticia. Eso es lo que me mueve y por eso estoy aquí", sostuvo.

Mientras otros candidatos han superado el millón de dólares en recaudación, Salgado apuesta por una campaña austera. "El dinero no compra votos. Pero la confianza se gana con coherencia. Y yo tengo una historia que respalda cada palabra que digo", manifestó.

Quien gane la primaria enfrentará en noviembre al republicano John Reid, locutor de radio conservador y primer candidato abiertamente gay a un cargo estatal en Virginia.

Seis candidatos demócratas, varios de alto perfil

Salgado se enfrenta en las primarias demócratas del 17 de junio contra figuras de alto perfil como la senadora estatal Ghazala Hashmi del Distrito 15, que abarca partes de Chesterfield, Powhatan y el sur de Richmond y el senador Aaron Rouse, que representa el Distrito 22, correspondiente a gran parte de Virginia Beach.

También se enfrenta al demócrata Babur Lateef, quien preside la junta escolar del condado de Prince William; el excalde de Richmond, Levar Stoney y el economista y dirigente sindical Alex Bastani con trayectoria en el Departamento de Trabajo federal.

A parte de Bastani, Salgado es el único sin experiencia electoral previa, pero con sólidas trayectorias en el servicio público federal. "No tengo un historial de carrera política, pero sí una trayectoria de resultados y de defensa del bien común", aseguró.

Producto de dos culturas

Salgado habla un español perfecto con acento peruano, y es que su familia siempre mantuvo un estrecho vínculo con el Perú; y Salgado estudió secundaria en un colegio jesuita en Santiago de Surcor, lo que reforzó su formación ética y su vocación por el servicio. "Fui producto de dos culturas que me enseñaron el valor de la comunidad, del trabajo duro y de levantar la voz ante la injusticia", afirmó



CORT CAMPANA

Víctor Salgado, candidato en las primarias demócratas, vive con su esposa e hijas en Arlington, Virginia .

De economista a abogado anticorrupción

Estudió Economía en la George Washington University, donde se interesó por el desarrollo institucional y el rol de la corrupción en el subdesarrollo. Aunque inicialmente pensó en un doctorado, optó por el Derecho para tener impacto directo. "Me di cuenta de que ningún modelo económico funcionaba si las instituciones estaban podridas. Y eso se combatía con leyes firmes y justicia imparcial", explicó.

Ingresó a una firma legal de alto perfil en Washington, DC, donde investigó fraudes internacionales bajo el Foreign Corrupt Practices Act. "En mis primeros años, viajé por medio mundo buscando rastros de corrupción corporativa. Era como ser un agente del FBI, pero desde el sector privado", recordó. Uno de los casos más importantes en los que participó fue el de Daimler Chrysler, sancionado por prácticas corruptas en múltiples países.

El giro hacia el servicio público

Luego de pagar una deuda estudiantil que superaba los $250 mil —producto de sus estudios universitarios—, decidió dar el salto al sector público. "Pude quedarme ganando mucho dinero, pero algo dentro de mí me decía que mi lugar estaba al servicio de la gente, no de las grandes corporaciones", relató.

Entró al Buró Anticorrupción del estado de Nueva Jersey, donde en solo cuatro años acumuló experiencia procesando casos de delitos de cuello blanco, corrupción y fraude electoral. Uno de sus casos más emblemáticos fue contra una red de funcionarios que desviaban fondos públicos para campañas políticas. "Me dijeron que iba a perder, que en ese condado nadie ganaba contra la maquinaria. Pero ganamos. Y eso me marcó para siempre", contó.

Caso Arpaio: un fiscal latino frente al poder

En 2016, fue convocado a la Public Integrity Section del Departamento de Justicia, donde fue asignado al caso contra el sheriff Joe Arpaio, acusado de desobedecer órdenes federales y abusar de su poder para perseguir inmigrantes.

"Como latino, fue personal. Pero como fiscal, fue profesional. Mi trabajo era presentar los hechos, defender la ley y proteger los derechos humanos", dijo. Logró una condena en juicio, a pesar de las presiones externas. Poco después, el presidente Trump lo indultó.

"Sabía que lo iba a hacer. Pero el mensaje ya estaba dado: la justicia se puede abrir paso, incluso cuando el poder político quiere cerrarle la puerta", afirmó. Por su rol en el caso, tuvo que reforzar la seguridad en su hogar. "Fuimos la única casa del vecindario con cámaras. Mis vecinos no entendían por qué. Pero yo sí", comentó.

De fiscal a candidato

Víctor Salgado dice que no promete milagros, pero sí trabajar contra la corrupción. "Quiero devolverle a la política la dignidad que merece. Mi compromiso es proteger los recursos públicos, modernizar los procesos y garantizar que el Estado sirva a todos por igual, sin favoritismos ni corrupción", declaró.

Récord de votación anticipada en las primarias demócratas de Virginia

Los demócratas de Virginia han superado su récord histórico de votación anticipada para unas primarias estatales. Según el Departamento de Elecciones de Virginia, casi 134 mil personas ya votaron de forma anticipada en las primarias demócratas para vicegobernador y fiscal general, superando el récord anterior de 129 mil votos en 2023.

La mayoría ha optado por enviar su boleta por correo, aunque se espera un aumento de votantes en persona este fin de semana previo al día de la elección.

¿Hasta cuándo se puede votar?

La votación anticipada en persona continúa hasta el sábado 14 de junio a las 5:00 p.m.

Las boletas enviadas por correo deben tener matasellos del 17 de junio como máximo y ser recibidas antes del viernes 20 de junio para que se cuenten.

VDOT Virginia Department of Transportation

Cambio Propuesto en el Control de Acceso Limitado I-95 cerca de Opitz Boulevard

Condado de Prince William

Disponibilidad para Comentarios del Público

El Departamento de Transporte de Virginia (VDOT, por sus siglas en inglés) lo invita a revisar información sobre un cambio propuesto en el control de acceso limitado para la I-95 cerca del Bulevar Opitz (Ruta 2000).

Un elemento de diseño revisado para el proyecto de acera del Hospital Sentara a lo largo del Bulevar Opitz entre River Rock Way y Potomac Center Boulevard (Ruta 638) requerirá ajustar las líneas de acceso limitado existentes de la I-95 para permitir la construcción de la acera. Este proyecto implicará cambios en el control de acceso limitado.

El material está disponible para revisión en línea en https://www.vdot.virginia.gov/Sentara o comunicándose con el Gerente de Proyecto del Departamento de Transporte del Condado de Prince William, Sr. Elnour Adam, al 703-792-8469 o TTY/TDD 711 para revisar los materiales.

La Junta de Transporte del Commonwealth considerará el cambio propuesto en el control de acceso limitado en una reunión futura.

Si sus inquietudes no pueden ser resueltas, VDOT está dispuesto a realizar una audiencia pública. Usted puede solicitar que se lleve a cabo una audiencia pública enviando una solicitud por escrito al Sr. Elnour Adam, Departamento de Transporte del Condado de Prince William, 5 County Complex, Suite 290, Woodbridge, VA 22192 a más tardar el 30 de junio de 2025. Si al recibir comentarios públicos se considera necesario realizar una audiencia pública, se publicará un aviso con la fecha, hora y lugar de la audiencia.

VDOT garantiza la no discriminación y la igualdad de oportunidades de empleo en todos los programas y actividades de acuerdo con el Título VI y el Título VII de la Ley de Derechos Civiles de 1964, en su forma enmendada. Si necesita más información o asistencia especial para personas con discapacidades o dominio limitado del inglés, comuníquese con la Oficina de Derechos Civiles de VDOT al 703-259-1775 o TTY/TDD 711.

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Si usted es una persona con una discapacidad y desea que cualquier dispositivo de asistencia, servicio u otras adaptaciones participen en esta actividad, comuníquese con Virginia Cooperative Extension 5 días antes de la cita en línea durante el horario comercial de 8 a.m. y 5 p.m. para discutir las adaptaciones.

Los programas y el empleo de Virginia Cooperative Extension están abiertos a todos, independientemente de su edad, color, discapacidad, género, identidad de género, expresión de género, origen nacional, afiliación política, raza, religión, orientación sexual, información genética, estado de veterano o cualquier otra base protegida por la ley. Un empleador de igualdad de oportunidades/acción afirmativa. Publicado en la continuación del trabajo de extensión cooperativa, el Instituto Politécnico de Virginia y la Universidad Estatal, la Universidad Estatal de Virginia y la cooperación del Departamento de Agricultura de los Estados Unidos. Edwin J. Jones, Director de Extensión Cooperativa de Virginia, Virginia Tech, Blacksburg; M. Ray McKinnie, Administrador, Programa de Extensión de 1890, Universidad Estatal de Virginia, Petersburg.



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Environmental Analysis for a Proposed Change of Limited Access

[To be completed by the entity requesting the limited access change. The purpose of this environmental review is To support 24VAC 30-401 relating to disposal of limited access control.]

Route: Optiz Boulevard
County/City: Prince William/Woodbridge
Project description:

The Prince William County Department of Transportation (PWCDOT) proposes to construct a sidewalk on the north side of Opitz Boulevard between the entrance to Sentara Northern Virginia Medical Center and the on-ramp to I-95 northbound, which falls within the existing I-95 limited access control line. The project is related to separate project to construct the Neabsco/Potomac Commuter Parking Garage on the south side of Opitz Boulevard, for which a Categorical Exclusion was completed in 2020.

Although the sidewalk project is locally funded, the break and re-establishment of the interstate limited access line requires approval from the Federal Highway Administration (FHWA). It is therefore considered a federal action subject to compliance with the National Environmental Policy Act (NEPA) and FHWA's implementing regulations.

Location of limited access change (attach USGS topographic map): I-95 NB entrance ramp from Opitz Boulevard

Does the limited access change involve an Interstate?

☒ Yes | ☐ No

If yes, contact the District Environmental Manager. A NEPA document may be required.

Are the following present within the VDOT right of way and will they be impacted by the proposed limited access change?

- Threatened or endangered species?
  ☐ Yes | ☒ No

Comments and basis for determination: A review conducted on July 10, 2025 using the USFWS IPaC system identified three threatened, endangered, or candidate species within a 2-acre project area surrounding the proposed sidewalk and the associated change in limited access: the Northern Long-eared Bat (Myotis septentrionalis, Endangered), Tricolored Bat (Perimyotis subflavus, Proposed Endangered), and Monarch Butterfly (Danaus Plexippus, Proposed Threatened). There are no critical habitats within the project area, and no refuge lands or fish hatcheries within the project area. Habitat to support the identified species is not found within the proposed project area and the associated change in limited access. This review resulted in a finding of no effect.

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- Archaeological sites?
  ☐ Yes | ☒ No

Comments and basis for determination: The Prince William County Archaeologist conducted a cultural resources assessment and records check for the Area of Potential Effect (APE) for the sidewalk project and the associated change in limited access. This assessment concluded that no additional studies are warranted, and a current review of VCRIS indicates that there are no recorded archaeological sites within or adjacent to the sidewalk APE, and the APE has not been previously surveyed.

- Wetlands?
  ☐ Yes | ☒ No

Comments and basis for determination: A review of the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) on July 11, 2025, revealed that there are no wetlands in the project area.

- Streams?
  ☐ Yes | ☒ No

Comments and basis for determination: A review of the Virginia Department of Environmental Quality (DEQ) Environmental Data Mapper on July 15, 2025, did not identify any streams within the footprint of the proposed sidewalk and change in limited access control.

- 100-year floodplains?
  ☐ Yes | ☒ No

Comments and basis for determination: Based on review of FEMA floodplain mapping, the project is not within a floodplain.

- Hazardous materials?
  ☐ Yes | ☒ No

Comments and basis for determination: An EPA multi-system search and review of the Virgina Department of Environmental Quality (DEQ) Environmental Data Mapper were conducted on July 11, 2025. No known or potential hazardous materials sites are located in the sidewalk study area.

Is the project in an air quality maintenance or non-attainment area?
☐ Yes | ☐ No
Comments: Question does not apply; the project is locally funded.

If yes, is the project considered to be regionally significant for air quality purposes?

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☐ Yes | ☐ No

If yes, is the project in the Long-Range Plan?
☐ Yes | ☐ No
The question does not apply; the project is locally funded.

ELNOUR M. ADAM	ENGINEERING MANAGER
Representative for Requestor (name)	Title
ELNOUR M ADAM Digitally signed by ELNOUR M ADAM Date: 2025.07.15 14:12:58 -04'00'	7/15/2025
Representative for Requestor (signature)	Date

Reviewed by (Name of District Environmental Manager)
Muse John akl02745 Digitally signed by Muse John akl02745 Date: 2025.07.15 17:59:04 -04'00'
District Environmental Manager (signature) Date

Attachment (USGS topographic map)

Docusign Envelope ID: 54C3F0A7-0B58-4A41-B3C8-B2F0321FDE7C

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

August 4, 2025

Mr. Daniel Suarez, P.E.
Division Administrator
Federal Highway Administration
P.O. Box 10249
400 N. 8th Street Room 750
Richmond, Virginia 23240-024

Attention Ms. Mary Walker-Johnson

Interstate I-95
I-95 and Opitz Boulevard Sidewalk at Sentara Hospital
Prince William County
Request for Modified Limited Access Line

Dear Mr. Suarez,

The Virginia Department of Transportation (VDOT) is assisting Prince William County with a project that has an area designated as limited access which was previously approved for Route 2000 (Opitz Boulevard) and needs to be modified for the addition of a pedestrian facility on the north side of Opitz Boulevard between the entrance to Sentara Northern Virginia Medical Center and the on-ramp to I-95 northbound, which falls within the existing I-95 limited access control line.

The purpose of the project as currently proposed is for a sidewalk adjacent to a short segment of Limited Access area for eastbound Opitz Boulevard in front of Sentara Hospital. The current project is entirely locally funded and is not managed under the Virginia Department of Transportation (VDOT) Locally Administered Projects (LAP) Program.

As a result of the design of the sidewalk, the Limited Access Line along the Interstate I-95 NB on-ramp will be amended along Opitz Boulevard (Route 2000).

Interstate 95 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956.

The proposed project is in compliance with the National Environmental Policy Act (NEPA). Although the sidewalk project is locally funded, the break and re-establishment of the interstate limited access line requires approval from the Federal Highway Administration

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(FHWA). It is therefore considered a federal action subject to compliance with the National Environmental Policy Act (NEPA) and FHWA's implementing regulations.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines along I-95 NB on-ramps as shown on the attached exhibit and the control point table.

Attached please find a copy of the Location Map, exhibits showing the limits of the of LACC, the Limited Access Point Table, Project Plan Sheets and resolution of support from Prince William County.

VDOT approves of the Limited Access Control Changes as shown on the exhibit and point control table. We are requesting a quick review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on September 17, 2025.

If additional information is needed, please contact Mr. Lanksford Hankins, P.E. at lanksford.hankins@vdot.virginia.gov or 804.307.7816

Sincerely,

Heltzel Emmett fri47591
Digitally signed by Heltzel Emmett fri47591
Date: 2025.08.05 09:08:41 -04'00'

Emmett R. Heltzel, P.E.
State Location and Design Engineer

Approved: DANIEL OMAR SUAREZ
Digitally signed by DANIEL OMAR SUAREZ
Date: 2025.08.19 14:55:15 -04'00'
Date _____

Enclosure
Exhibits

Docusign Envelope ID: 54C3F0A7-0B58-4A41-B3C8-B2F0321FDE7C

Koscinski, Jr., Joseph P., P.E. (VDOT)

From: Snider, Lori A. (VDOT)
Sent: Monday, August 18, 2025 7:16 PM
To: Leckner, Kimberly M. (VDOT)
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT); Hankins, Lanksford E., Jr. P.E. (VDOT)
Subject: Re: I95 @ Opitz Blvd LACC NOVA District

I approve this limited access control change from a right of way and utilities perspective.

Thank you,
Lori

Sent from my Verizon, Samsung Galaxy smartphone
Get Outlook for Android

From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Sent: Wednesday, August 6, 2025 2:22:42 PM
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>; Hankins, Lanksford E., Jr. P.E. (VDOT) <Lanksford.Hankins@VDOT.Virginia.gov>
Subject: FW: I95 @ Opitz Blvd LACC NOVA District

Lori,

I have received and reviewed the attached project related LACC request from L&D. I recommend your approval from a Right of Way and Utilities perspective. If you concur, please indicate your approval with a response to Joe, who is cc'd. Thank you

Kimberly Leckner
Program Manager / Right of Way and Utilities Division
Virginia Department of Transportation
(o) (804) 786-4079
(c) (703) 853-5619
Kimberly.Leckner@VDOT.Virginia.gov

Docusign Envelope ID: 54C3F0A7-0B58-4A41-B3C8-B2F0321FDE7C

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

September 1, 2025

The Honorable W. Sheppard Miller, III
The Honorable Raymond D. Smoot Jr.
The Honorable Frederick C. Stant III
The Honorable Tom Fowlkes
The Honorable Burwell Wayne Coleman
The Honorable Darrell R. Byers
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Laura A. Sellers
The Honorable Joel "Rex" Davis
The Honorable Linda Green
The Honorable D.J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good, Jr.
The Honorable J. Randall Minchew
The Honorable Stephen C. Brich, P. E.
The Honorable Tiffany Robinson

Subject: Approval of Limited Access Control Changes (LACCs) for the Route 2000 Bypass I-95/Opitz Boulevard Sidewalk at Sentara Hospital, Prince William County

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on Route 2000 (Opitz Boulevard) 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,

Bart 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 # 9

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 17, 2025

MOTION

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

Title: Location Approval for the Berkmar Drive Extended (Route 1403) and Airport Road (Route 649) Connector Road
Albemarle County

WHEREAS, State Highway Project 9999-002-R98, P101, R201, C501, (UPC 116905) will involve construction of a new 0.2 mile long two-lane connector road between Berkmar Drive Extended (Route 1403) and Airport Road (Route 649) in Albermarle County, to include a roundabout to connect to Lewis and Clark Drive (Route 1571) (collectively, the "Project"); and

WHEREAS, in accordance with Va. Code § 33.2-208 and the policies and regulations of the Commonwealth Transportation Board (CTB), including 24VAC 30-380-10, a Location and Design Public Hearing (the "Hearing") was held in Town Center Four in UVa's North Fork in the Albemarle County on November 13, 2024, from 5:00pm to 7:00 pm for the purpose of considering the proposed alignment and preliminary design of the Project; and

WHEREAS, proper notice of the Hearing and the proposed Project were given in advance, and all those present were given a full opportunity to express their opinions and recommendations on the corridor improvements and intersection under consideration, and their statements have been duly recorded; and

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

WHEREAS, the Virginia Department of Transportation's (VDOT's) Environmental Division has conducted environmental reviews and coordination to identify environmental resources in the project vicinity, to provide natural and historic resource agencies an opportunity to review and comment on the project during development, to determine the potential for environmental impacts upon the local community and surrounding area and to identify opportunities for avoidance and minimization of potential and unavoidable environmental impacts; and

WHEREAS, the Project is not programmed with any federal funding and is therefore exempt from the National Environmental Policy Act; and

WHEREAS, on June 4, 2025, the Albemarle County Board of Supervisors voted to endorse the proposed location and design of the Project as presented at the Hearing, as depicted and attached hereto as Exhibit A;

WHEREAS, a review of all data resulted in VDOT's recommendation that the location of the Project as presented at the Hearing be approved.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves the location of the Project as presented at the November 13, 2024, Hearing and depicted in Exhibit A.

####

Commonwealth Transportation Board (CTB) Decision Brief

Location Approval for the Berkmar Drive Extended (Route 1403)
and Airport Road (Route 649) Connector Road

Issue: State Highway Project 9999-002-R98, P101, R201, C501 (UPC 116905) is a Revenue Share project that will involve construction of a new 0.2 mile long two-lane connector road between the existing terminus of Route 1403 (Berkmar Drive Extended) north to Route 649 (Airport Road), with a roundabout at the existing intersection of Lewis and Clark Drive (Route 1571) in Albemarle County (collectively, the "Project").

Facts:

- The purpose of the project is to extend Berkmar Drive to Airport Road.
- The Project provides an important connection to local roadways linking existing residential and commercial areas and is part of Albemarle County's Comprehensive Plan.
- Albemarle County applied for Revenue Share funding in FY 2021 along with an application for additional funding in FY2024. The Commonwealth Transportation Board approval occurred in the respective fiscals.
- The Project is not programmed with any federal funding and is therefore exempt from the National Environmental Policy Act.
- The Project completed State Environmental Review Process (SERP) on June 15, 2022.
- The Albemarle County Board of Supervisors voted to endorse the proposed location and design of the Project as presented at the Hearing, during their board meeting on June 4, 2025, as depicted and attached hereto as Exhibit A.

Recommendations: The Virginia Department of Transportation recommends approval of the location of the Project as proposed and presented at the Public Hearing and as shown on the attached Exhibit A.

Action Required by CTB: Va. Code § 33.2-208 requires a majority vote of the CTB to locate and establish the routes to be followed by the roads comprising systems of state highways between points designated in the establishment of such systems.

Result, if Approved: If approved by the CTB, the Project will move forward to the final design phase.

Options: Approve, Deny or Defer

Public Comments/ Reaction: VDOT held a Location and Design Public Hearing (the "Hearing") on November 13, 2024 from 5:00 pm to 7:00 pm in Town Center Four in UVa's

North Fork in Albemarle County. Citizens were able to view displays for the proposed Project, converse with county and Project representatives, ask questions, and provide public commentary.

Eleven (11) citizens attended the Hearing, along with one (1) member of the Albemarle County Board of Supervisors and two (2) members of county planning staff. Two (2) written comments were submitted. Among those, one (1) comment was in support of the Project and one (1) was opposed to the Project.

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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
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The Honorable W. Sheppard Miller, III
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The Honorable D.J. Gribbin
The Honorable Becky Norton Dunlop
The Honorable John P. Good, Jr.
The Honorable J. Randall Minchew
The Honorable Stephen C. Brich, P. E.
The Honorable Tiffany Robinson

Subject: Location Approval for the Berkmar Drive Extended (Route 1403) and Airport Road (Route 649) Connector Road in Albemarle County.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for Location Approval for your consideration. The proposed Location Approval on State Highway Project 9999-002-R98, P101, R201, C501 (UPC 116905) has been recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that this request should be considered by the Board.

Sincerely,

Bart Thrasher

Barton A. Thrasher, P.E.
Chief Engineer

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Exhibit A

RESOLUTION OF SUPPORT FOR CONNECTOR ROAD
FROM ROUTE 1403 (BERKMAR DRIVE) TO ROUTE 649 (AIRPORT ROAD)
VIRGINIA DEPARTMENT OF TRANSPORTATION
PROJECT NUMBER: 9999-002-R98

WHEREAS, Albemarle County submitted applications for Revenue Share funding in FY2021 and for additional funding in FY2024 for the Berkmar Drive Extension to Airport Road project, which proposes to construct a new roadway, including bicycle and pedestrian accommodations, to continue Berkmar Drive to Airport Road, where a roundabout is proposed to connect to Innovation Drive/Lewis and Clark Drive; and

WHEREAS, the Commonwealth Transportation Board approved funding necessary for the project in the FY25 SYIP cycle; and

WHEREAS, the Virginia Department of Transportation advertised and held a Location and Design Public Hearing for the project on November 13, 2024; and

WHEREAS, Albemarle County considers an extension of Berkmar Drive (Route 1403) to Airport Road (Route 649), with a roundabout at this intersection, an important part of the local transportation network;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors hereby endorses the location for the extension of Berkmar Drive (Route 1403) to Airport Road (Route 649) that was presented at the Location and Design Public Hearing and recommends that the Commonwealth Transportation Board approve the proposed alignment for design and construction.

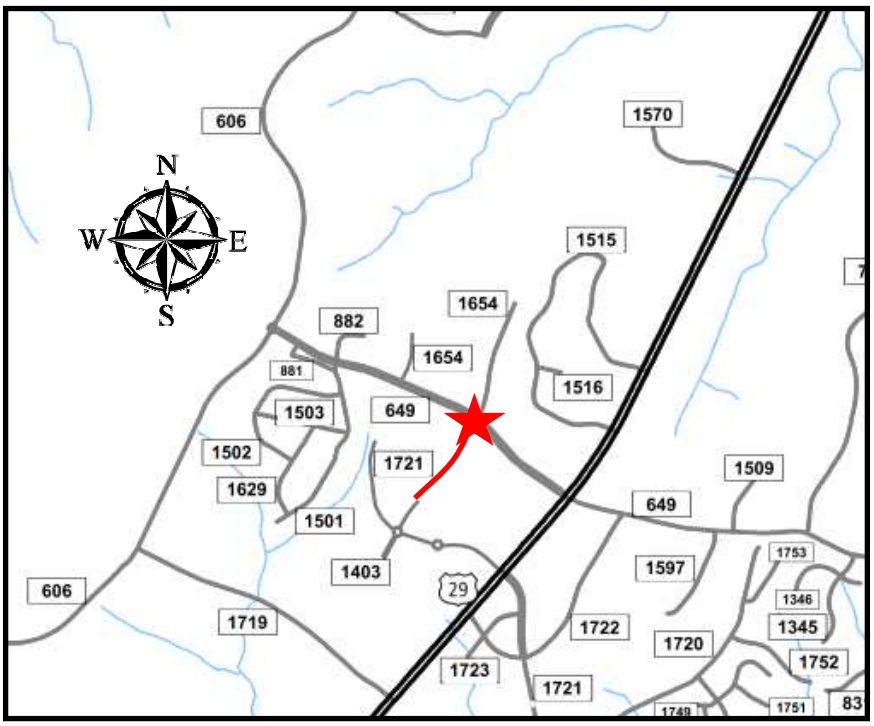
I, Claudette K. Borgerson, do hereby certify that the foregoing writing is a true and correct copy of a Resolution duly adopted by the Board of Supervisors of Albemarle County by a vote of six to zero, as recorded below, at a meeting held on June 4, 2025.

Clerk, Board of County Supervisors

	Aye	Nay
Mr. Andrews	Y	___
Mr. Gallaway	Y	___
Ms. LaPisto-Kirtley	Y	___
Ms. Mallek	Y	___
Ms. McKeel	Y	___
Mr. Pruitt	Y	___

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Exhibit A



= Site

Vicinity Map

Berkmar/Airport Road—Albemarle County, Virginia

State Project No. 9999-002-R98

UPC 116905

Docusign Envelope ID: F7F59D68-E8D1-4808-97BE-B9B1F6073F60

VDOT Virginia Department of Transportation

Route 1403 (Berkmar Drive Ext.) and Route 649 Connector Road

Intersection and Corridor Improvements

EXHIBIT A

Kimley»Horn

November 13, 2024 – Public Hearing

Project Location

Albemarle County, Virginia

North Arrow & Scale

SCALE 0' 50' 100'

Legend

- Proposed Pavement
- Proposed Concrete Median/ Truck apron
- Proposed Concrete Entrance Improvements
- Proposed Sidewalk/ Shared-use Path
- Proposed Green Space
- Existing Right of Way
- Existing Property Line
- Proposed Right of Way Line
- Proposed Permanent Slope Easement
- Proposed Temporary Construction Easement
- Proposed Permanent Utility Easement
- Proposed Limits of Construction - Cut
- Proposed Limits of Construction - Fill
- Proposed Drainage

Contact Information

Written comments may be sent to:
Virginia Department of Transportation
David Cubbage
Project Manager - Culpeper District
540-727-7129

Email comments may also be sent to:
david.cubbage@VDOT.Virginia.gov

Berkmar Drive
Albemarle County, Virginia

State Project: 9999-002-R58
UPC: 118960

These plans are unfinished and unapproved and are not to be used for any type of construction. Preliminary easements are approximate only and subject to change as project design is finalized. Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these plans.

Imagery Courtesy of Near Map - 2024

NEW ROADWAY LOCATION

TIMBERWOOD BOULEVARD
LAUREL PARK LANE
BERKMAR DRIVE
GRAND FORKS BOULEVARD
AIRPORT ROAD
LEWIS AND CLARK DRIVE

LAUREL HILL BAPTIST CHURCH TRUSTEE
BUI, TAM N & ANH H VU
HOLLYMEAD AREA C OWNERS ASSOCIATION INC.
PENAREDONDO, AMELIA C
LTD HOLLYMEAD LLC.
MICROAIRE SURGICAL INSTRUMENTS
POST OFFICE LAND TRUST CHARLES WILLIAMS HURT & SHIRLEY L. FISHER, TRUSTEES
RIVANNA WATER AND SEWER AUTORITY
TURNER, DAVID P. & THE MARKETPLACE OF VIRGINIA LC
AIRPORT AUTO INVESTMENTS LLC.
BARBARA A. HENSLEY
GEORGE D. SHIPP BARBARA A. SHIPP
WILLIAM SCOTT MARSHALL, TRUSTEE
VALENTIN T & CAROLYN M VIRUZA
RUSSELL W. PAYNE ANNE K. PAYNE
A. BRUCE GARWOOD JR. FRANCES H. GARWOOD
AARON M. & NICOLE M. BROOKS
DAVID A. & KATHLEEN B. EAST
GOLD LEAF AND TRUST NO. 3
UNIVERSITY OF VIRGINIA FOUNDATION
COUNTY OF ALBEMARLE, VIRGINIA

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5/21/2025
4:50:23 PM

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Plotted By: daniela.charles

PROJECT MANAGER David Cubbage (540) 727-7129 (Culpeper District)
SURVEYED BY, DATE H&B Survey and Mapping, LLC, 6/2017
DESIGN BY Kimley-Horn & Associates, Inc.
SUBSURFACE UTILITY BY, DATE Accumark Inc. (804) 550-7740, 10/2021

FOR INDEX OF SHEETS SEE SHEET 1B

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (OpenRoads Designer). COMPUTER IDENTIFICATION NO 116905.

RW PLANS

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

PROPOSED ROUNDABOUT	
INSCRIBED DIAMETER	184 FT
TRUCK APRON WIDTH	16 FT
CIRCULATORY RDWY	37 FT
CLASSIFICATION	URBAN HYBRID
MAX ENTRY DESIGN SPEED	30 MPH

CONVENTIONAL SIGNS

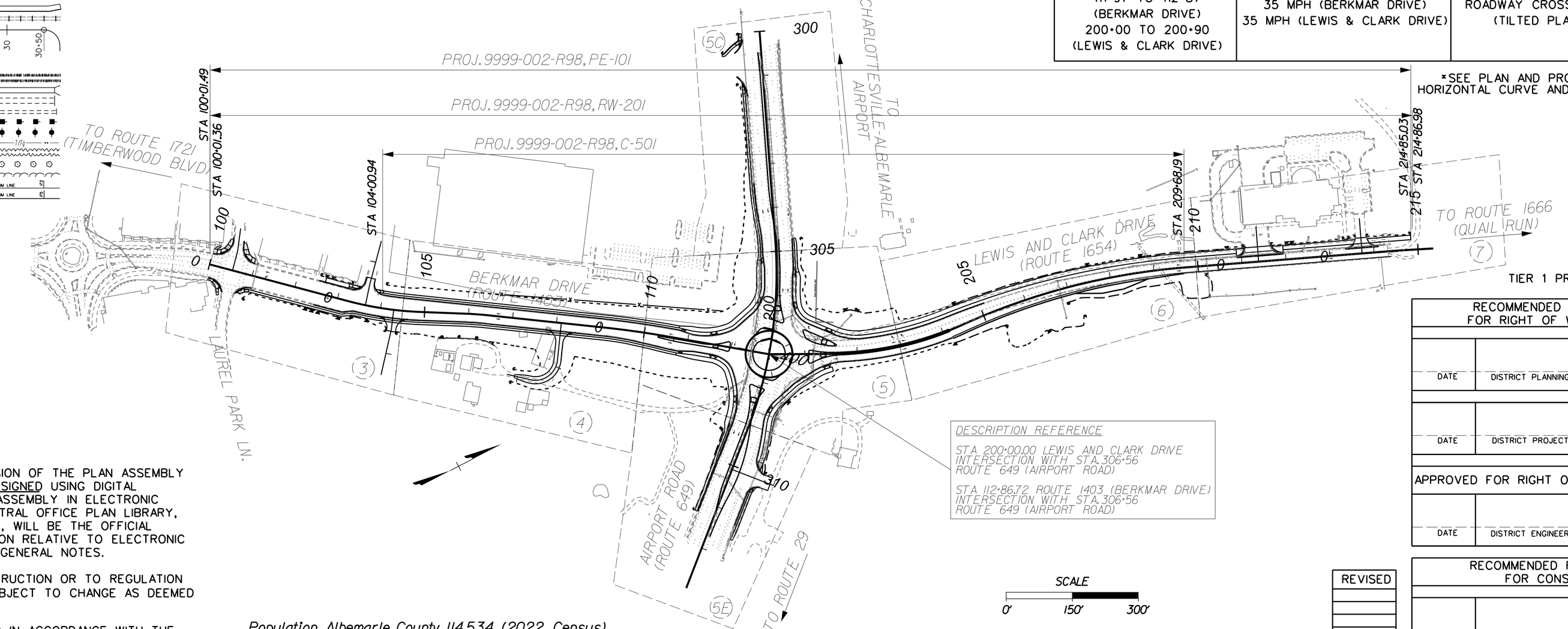
STATE LINE
COUNTY LINE
CITY,TOWN OR VILLAGE
RIGHT OF WAY LINE
FENCE LINE
UNFENCED PROPERTY LINE
FENCED PROPERTY LINE
WATER LINE
SANITARY SEWER LINE
GAS LINE
ELECTRIC UNDERGROUND CABLE
TRAVELED WAY
GUARD RAIL
RETAINING WALL
RAILROADS
BASE OR SURVEY LINE

LEVEE OR EMBANKMENT
BRIDGES
CULVERTS
DROP INLET
POWER POLES
TELEPHONE OR TELEGRAPH POLES
TELEPHONE OR TELEGRAPH LINES
HEDGE
TREES
HEAVY WOODS
GROUND ELEVATION
GRADE ELEVATION

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

ALBEMARLE COUNTY
ROUTE 1403/ROUTE 649/ROUTE 1654 (BERKMAR DRIVE ROUNDABOUT)
FROM: 0.168 MI. S. INT. ROUTE 649 (AIRPORT ROAD)
TO: 0.183 MI N. OF ROUTE 649 (AIRPORT ROAD)



STATE	FEDERAL AID PROJECT	STATE ROUTE	STATE PROJECT	SHEET NO.
VA.		1403	9999 - 002 - R98 (SEE TABULATION BELOW FOR SECTION NUMBERS)	1

FHWA-534 DATA 37001

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA			
	BERKMAR DRIVE (ROUTE 1403) MAJOR COLLECTOR (GS-7)	AIRPORT ROAD (ROUTE 649) MINOR ARTERIAL (GS-6)	LEWIS AND CLARK DRIVE (ROUTE 1654) MAJOR COLLECTOR (GS-7)
	Fr: 0.228 Mi. S. Int. Route 649 To: Int. Route 649	Fr: 0.127 Mi. W. Int. Route 1403 To: 0.084 Mi. E. Int. Route 1403	Fr: Int. Route 649 To: 0.275 Mi. N. Int. Route 649
ADT (2023)	----	5,700	100
ADT (2047)	10,200	15,500	10,400
DHV	890	1,350	910
D (%) (design hour)	69%	53%	68%
T (%) (design hour)	2%	2%	2%
V (MPH)	35*	45*	35*
TERRAIN	ROLLING	ROLLING	ROLLING
DIVIDED/UNDIVIDED	UNDIVIDED	UNDIVIDED	UNDIVIDED

DESIGN WAIVER			
WAIVER FOR:	PROJECT DESING SPEED (MPH)	WAIVER FOR:	APPROVAL DATE:
306+56 TO 308+13 (AIRPORT ROAD) 111+97 TO 112+87 (BERKMAR DRIVE) 200+00 TO 200+90 (LEWIS & CLARK DRIVE)	45 MPH (AIRPORT ROAD) 35 MPH (BERKMAR DRIVE) 35 MPH (LEWIS & CLARK DRIVE)	ROUNDABOUT CIRCULATORY ROADWAY CROSS-SLOPE (TILTED PLANE)	5/12/2025

*SEE PLAN AND PROFILE SHEETS FOR HORIZONTAL CURVE AND DESIGN SPEED DATA

TIER 1 PROJECT

THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY AS AWARDED, HAS BEEN SEALED AND SIGNED USING DIGITAL SIGNATURES AND THE OFFICIAL PLAN ASSEMBLY IN ELECTRONIC FORMAT IS STORED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY, INCLUDING ALL SUBSEQUENT REVISIONS, WILL BE THE OFFICIAL CONSTRUCTION PLANS. FOR INFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE THE GENERAL NOTES.

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

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2020 ROAD AND BRIDGE SPECIFICATIONS, 2016 ROAD AND BRIDGE STANDARDS, 2009 MUTCD, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PROTECTION MANUAL REV. 2.1 AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

ALL CURVES ARE TO BE SUPERELEVATED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.11ULS OR TC-5.11U, EXCEPT WHERE OTHERWISE NOTED.

THE ORIGINAL APPROVED TITLE SHEET(S), INCLUDING ORIGINAL SIGNATURES, ARE FILED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. ANY MISUSE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.

Population Albemarle County 114,534 (2022 Census)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES	LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		BRIDGE PROJECT NO.	TYPE PROJECT	DESCRIPTION
					FEET	FEET	MILES	FEET	MILES			
9999-002-R98	C-501		1000	116905		1853.02	0.351	1853.02	0.351		Const.	From: 0.168 Mi. S. Int. Route 649
												To: 0.183 Mi. N. Int. Route 649
	PE-101		PENG	116905		2770.26	0.525	2770.26	0.525		Prel. Engr.	From: 0.243 Mi. S. Int. Route 649
												To: 0.281 Mi. N. Int. Route 649
	RW-201		ROWA	116905		2772.34	0.525	2772.34	0.525		R/W	From: 0.243 Mi. S. Int. Route 649
												To: 0.282 Mi. N. Int. Route 649

Project Lengths are based on Berkmar Drive and Lewis and Clark Drive Construction Baselines.

REVISED

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION	
DATE	DISTRICT PLANNING AND INVESTMENT MANAGER
DATE	DISTRICT PROJECT DEVELOPMENT ENGINEER
APPROVED FOR RIGHT OF WAY ACQUISITION	
DATE	DISTRICT ENGINEER/ADMINISTRATOR

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION	
DATE	DISTRICT PLANNING AND INVESTMENT MANAGER
DATE	DISTRICT PROJECT DEVELOPMENT ENGINEER
APPROVED FOR CONSTRUCTION	
DATE	DISTRICT ENGINEER/ADMINISTRATOR

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PROJECT	SHEET NO.
9999-002-R98	1

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CTB LOCATION PUBLIC HEARING SUMMARY
Berkmar Connector
Albemarle County

State Project: 9999-002-R98, P101, R201, C501
UPC: 116905
Federal Project: n/a
Fr: 0.23 MI. S. Route 649 (Airport Road)
To: 0.18 MI. N Route 649 (Airport Road)
Project Length: 0.41 mile

PROJECT HISTORY –

Albemarle County submitted applications for Revenue Share funding in FY2021 and for additional funding in FY2024 for the Berkmar Drive Extension to Airport Road project, which proposes to construct a new roadway, including bicycle and pedestrian accommodations, to continue Berkmar Drive to Airport Road, where a roundabout is proposed to connect to Innovation Drive/Lewis and Clark Drive.

PROJECT PURPOSE –

The construction of the Berkmar Connector will provide a missing link in Albemarle County's transportation network. The Revenue Share project proposes to construct a new roadway to connect the existing end of Berkmar Drive (Route 1403) to Airport Road (Route 649) at the existing intersection of Lewis and Clark Drive (Route 1571). The new intersection will be a multi lane roundabout with four approaches. The new road is intended to be in the Secondary System of State Highways for maintenance.

TYPICAL SECTION –

The Berkmar Connector will provide for the construction of a new 0.41-mile, two-lane roadway with two (2) eleven-foot (11') lanes, and five-foot (5') sidewalk will also include a roundabout at Route 649 (Airport Road)

PUBLIC HEARING –

Type - Location and Design
Date - November 13, 2024
Time - 5:00 p.m. to 7:00 p.m.
Location - Town Center Four in UVa's North Fork
994 Research Park Boulevard
Charlottesville VA 22911

ATTENDANCE –

The total attendance was eleven (11) citizens.

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COMMENTS RECEIVED –

Two comments were received, one expressed support for the project and one did not support the project.

ENVIRONMENTAL DATA –

The project is being developed in accordance with the State Environmental Review Process (SERP). The accompanying Preliminary Environmental Inventory document includes findings from various technical reviews, addressing key concerns such as natural resources, water quality, threatened and endangered species, and air quality.

The Berkmar Connector will continue to be coordinated with the appropriate state and local agencies as part of the environmental review and approval process required throughout project development and construction. All necessary environmental clearances and permits will be obtained prior to commencement of construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of the Virginia Department of Transportation's specifications and standard best practices will protect the environment during construction.

ESTIMATED COST –

Preliminary Engineering	-	$ 1,400,000
Right of Way and Utilities	-	$ 4,500,000
Construction	-	$ 13,300,000
Total estimated cost	-	$ 19,200,000

ADVERTISEMENT –

Construction is currently scheduled to begin in late 2026 through fall 2028.

RIGHT OF WAY –

One residential rental unit will be displaced as a result of this Project.

TRAFFIC DATA –

The average daily traffic volume is projected to be 10,200 vehicles per day on the new roadway, in the 2047 design year.

STAFF RECOMMENDS –

Approval of the locally preferred alternative as the location of the Berkmar Connector as proposed and presented at the Location and Design Public Hearing.

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Preliminary Environmental Inventory

Project Information

IPM ID #:	116905	**Date:**	03/31/2022	**District SERP Coordinator:**	Perryman, Christine
Project Name:	Berkmar/Airport Road Connector	**Field Review Date:**	02/08/2022	**Field Review Conducted By:**	Perryman, Christine L
Route:	9999	**City/County:**	Albemarle	**Zip code:**	
Road Type:	Secondary	**Lat:**	38°08' 05"	**Long:**	-78°26' 21"
VDOT Prj #:	9999-002-R98, C501, P101, R201	**Project Administered by Local Government:**			No
Limits From:	0.23 MI. S. ROUTE 649 AIRPORT ROAD	**Target Advertisement Date:**		12/10/2024	
Limits to:	0.18 MI. N. ROUTE 649 AIRPORT ROAD	**Funding Source:**		State	
Additional Project Description:	The project scope is to construct a new roadway with bicycle and pedestrian accommodations to continue Berkmar Dr to Airport Rd and intersecting at a new roundabout, included in the project, at Innovation Dr/Lewis and Clark Drive.				

Project Type:	Construction	**Location Of Work:**	Work on new location	**Road Conditions:**	Existing	Proposed
				Pavement Width (ft)	0	36
				Right-of-way-width (ft)	0	60
				Bridge/drainage structure?	None Specified	

Resource Information

Resource	Detailed Resource Information	Level Of Impact
Potential commercial, residential, or non-profit displacements	#Commercial: 0 #Residential: 1 #Non-Profit: 0 #Industrial: 0 Comments: Conceptual drawings and field review confirm that the project will impact one residential property.	Potential Impact
Known hazardous materials/waste sites/landfills	Recorded hazmat sites: 0 Observed or potential sites: 0 DEQ/'s Real Estate Search Information online database provided a list of hazardous waste notifiers, solid waste management facilities, CERCLA sites, and environmental incidents within the project area. These databases were searched for potential impacts to known hazardous material sites on 03/11/2022. This search resulted in the	No Impact

	identification of no hazardous material sites within the project area. Comments:	
Known underground storage tanks	Recorded tank sites: 1 Observed or potential sites: 0 DEQ's Leaking Underground Storage Tank database is contained in VDOT'S GIS Integrator under DEQ Petroleum Release Sites. This database was searched for potential impacts to known underground storage tanks on 03/11/2022. This search resulted in the identification of underground storage tanks within the project area. Comments: The home heating oil UST has been removed and the Virginia Department of Environmental Quality (DEQ) closed the pollution complaint.with no further action.	No Impact
Air quality	Recorded Area : Attainment area Volatile Organic Compound control area: N Comments: DEQ Air ()-	No Impact
Public parks and recreation areas	Parks: Recreation areas: LWCF Funds: No DCR's Virginia Outdoors Plan was searched for potential impacts to public parks and recreation areas. These resources are not present within or adjacent to the project area. Comments: DCR responded 03/16/22 with no comment.	No Impact
Public waterfowl/wildlife refuges	Refuges: 0 Virginia Land Holdings: 0 VDWR's online Fish and Wildlife Information Service database and DCR's Virginia Outdoors Plan was searched for potential impacts to public waterfowl/wildlife refuges and Virginia Land holdings. These resources are not present within or adjacent to the project. Comments: DCR responded 03/16/22 with no comment	No Impact
Agricultural/forestal districts	Number of agricultural districts: 0 Number of forestal districts: 0 Anticipated # of acres impacted in Agricultural/forestal operation: 0 Anticipated # of acres impacted in Agricultural/forestal district: 0 Comments:	No Impact
Farm land	Name or Location of farm: 0 Acres impacted: 0	No Impact

	Comments:	
Forest land	Name or Location of forest: Acres impacted: 0 Comments: DOF (03/29/2022)- The project will require the removal of approximately 12 acres of forest and urban tree canopy. Forest and urban tree resources contribute to water quality, runoff interception, clean air, forest and aquatic biodiversity, and scenic values (see attached i-Tree Canopy Report). For these reasons, it is important to avoid as much as possible the removal of or impacts to these forests, urban trees, and associated vegetation. Given the importance of forest and urban tree canopy VDOF recommends mitigating the forest lost in this development by protecting or enhancing an equal or greater acreage of forest at risk of conversion within the Rivanna River Watershed as the quality of this watershed could be negatively impacted by this development.	Potential Impact
Existing open space easement	Number and locations of easements: 0 Comments: VOF (03/15/2022)- There are no existing VOF easements in the project vicinity.	No Impact
Geology of site	Location of areas of concern: 0 Comments: DMME ()-	No Impact
Public water supply	Location of public water supply: 0 VDH's public water supply information is contained in VDOT's GIS Integrator under Surface Water Intake, Surface Water Intake Watersheds, Wells and Springs, and Wells and Springs Protection Zones. This database was searched for potential impacts to known public water supplies on 03/11/2022. This search resulted in the identification of no public water supplies within the project area. Comments: VDH responded 03/15/22 stating that there are no public groundwater wells within a 1-mile radius of the project site. Due the projects close proximity to the Rivanna River Reservoir, Best Management Practices should be employed, including Erosion and Sediment Controls and Spill Prevention Controls and Countermeasures on the project site.	No Impact
Scenic resources	Wild and scenic rivers: 0 Virginia Byways: 0 DCR's Virginia Outdoors Plan was searched for potential impacts to	No Impact

	Wild and Scenic Rivers. Virginia Byways Map was searched for potential impacts to State Scenic Byways. These resources are not present within or adjacent to the project area. Comments: DCR responded 03/16/22 with no comment.	
Threatened or endangered species	DWR identified a FE, FT, SE or ST terrestrial or aquatic species in their Collections database within a 2 mile radius of the project, therefore the project is under review by VDOT's Biologist : Y DCR identified a FE, FT, SE or ST plant or insect species in the VDACS/DCR database, therefore the project is under review by VDOT's Biologist : N VDOT's Biologist has reviewed the available information and determined the Level of Impact at this stage : Y Comments: DCR/VDACS( )DCR responded 03/16/22 with no comment. VDOT (02/14/2022)-A two-mile radius search was conducted to identify any threatened or endangered species. The following T&E species are documented within the 2 mile search radius - Anadromous Fish, T&E Streams, T&E Streams, Tri-colored Bat (Perimyotis subflavus), James Spinymussel (Parvaspina collina), James Spinymussel (Parvaspina collina), James Spinymussel (Parvaspina collina) - Source: T&E Form. Impacts to Tri-colored Bat will need to follow VDOTs Bat Plan with DWR. DWR ( )-	Potential Impact
Natural heritage resources	Documented? : N Site visit performed by DCR? : N Date Site visit performed? : Comments: DCR (03/16/2022)- No comments	No Impact
Trout waters	Location : 0 A search of VDWR's online Fish and Wildlife Information Service database revealed no trout waters within 2 miles of the project area. Comments:	No Impact
Anadromous fish	Location : Rivanna River A search of VDWR's online Fish and Wildlife Information Service database revealed the above listed anadromous fish waters within 2 miles of the project area. Comments: Project will not impact Waters of the United States therefore no impacts are anticipated to Anadromous Fish.	No Impact

Known shellfish grounds	Location : 0 Comments:	No Impact
100-year floodplain areas	FEMA FIRM Community Panel Number : Within 100-year floodplain ? N Comments:	No Impact
Existing public access to waterways	Access Exist? : N Recreation Use Bridge There is no bridge. Comments:	No Impact
Federal Property	Name or Location : 0 Comments:	No Impact
Historic resource	Previously recorded architectural resources ? : No Previously recorded archaeological resources ? : Yes Area of Potential Effects : All R/W and easements (direct APE) and areas up to 150-ft from the limits of the project (indirect APE) Effect determination : Cannot Be Concluded in SERP Studies Needed to ID Historic Properties : BOTH ARCHIT. AND ARCHAEO. Comments : Phase I Cultural Resources survey is necessary to identify historic properties (if any), and an archaeological cemetery delineation is needed to determine cemetery extent and NRHP eligibility. Cultural Resources fieldwork and coordination with DHR is currently ongoing.	Cannot Be Concluded in SERP
Water quality permits	Streams involved? N If yes, name of stream(s): If yes, streamflow is: Wetlands involved? : N If yes, amount of impact: Are permits required? : N If yes, type of permit required : Comments : VMRC ( )- DEQ-Water : ()-	No Impact No Impact
	VDOT Comments : No streams or wetlands will be impacted by this project. No water quality permits are required.	

Overall Project Comments: The findings in this PEI are a preliminary step in gathering environmental information about the human and natural resources in the project study area. Continuing coordination with agencies will

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be necessary to verify further need for studies, surveys, permit types, and clearances. The PEI is not a substitute for the studies and agency coordination necessary to identify specific project impacts.

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CONCURRENCE

VDOT Project: Berkmar/Airport Road Connector
Project Number: 9999-002-R98, C501, P101, R201 (UPC: 116905)
VDHR File: 2022-0010

The Virginia Department of Historic Resources (VDHR) concurs with the Virginia Department of Transportation's (VDOT's):

1) definition of the project's Area of Potential Effects (APE) and efforts to identify historic properties;

2) finding that property 002-5005 has been previously demolished, and previously identified Site 44AB0460 has been completely destroyed;

3) recommendation that property 1754 Airport Dr. (002-5376) is not eligible for the NRHP/VLR and does not contribute to any historic district;

4) finding that the APE is not located within any American Battlefield Protection Program (ABPP) potential NRHP eligible battlefields; and

5) no additional cultural resources investigation is necessary for this project.

for Ms. Julie V. Langan
Director, Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

15 June 2022
Date

2022-0010

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 # 10

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 17, 2025

MOTION

Made By: **Seconded By:**

Action:

Title: Approval and Authorization for the Commissioner of Highways to Execute a TIFIA Direct Agreement Between the Virginia Department of Transportation, the Hampton Roads Transportation Accountability Commission, and the United States Department of Transportation for the Hampton Roads Express Lanes Network

WHEREAS, the Virginia Department of Transportation ("VDOT") and the Hampton Roads Transportation Accountability Commission ("HRTAC") have entered into a series of Standard Project Agreements for segments of the I-64 Hampton Roads Express Lanes Network, (as amended, amended and restated, supplemented, or otherwise modified from to time); and

WHEREAS, VDOT, HRTAC, and the Commonwealth Transportation Board ("CTB") have entered into the Master Agreement for Development and Tolling of the Express Lanes Network, dated August 18, 2020, (the "MTA"); and

WHEREAS, VDOT has entered into a Contract for VDOT I-64 Express Lanes Toll System and Services, dated as of March 21, 2017, with TransCore, LP; and

WHEREAS, VDOT has entered into the Contract Relating to the I-64 Express Lanes Expansion, dated as of June 17, 2021, with Conduent State & Local Solutions, Inc.; and

WHEREAS, in reliance on the support for the Hampton Roads Express Lanes Network Project (the "Project") provided by VDOT pursuant to the foregoing agreements, together with each electronic toll collection agreement and each violation processing services agreement entered into by HRTAC and VDOT pursuant to the MTA and construction contracts entered into by VDOT

pursuant to the HRELN SPAs to support construction of the Project (collectively the "VDOT Support Agreements"), the United States Department of Transportation ("USDOT") will grant to HRTAC a loan under the Transportation Infrastructure Finance and Innovation Act Program (the "TIFIA Loan") for the purpose of financing certain costs in connection with the construction and development of the Project and which will be repaid by HRTAC from toll revenues generated by the Project; and

WHEREAS, as a condition of granting HRTAC the TIFIA Loan, USDOT requires VDOT and HRTAC to agree to and execute a Direct Agreement (the "Direct Agreement," a draft of which is attached hereto as Exhibit A) whereby, among other things, VDOT makes certain warranties and representations with regard to the VDOT Support Agreements and VDOT's roles relating the Project but is not liable for repayment of the TIFIA Loan; and

WHEREAS, at the September 2025 CTB Workshop, the CTB was briefed on the Direct Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby approves and authorizes the Commissioner of Highways to execute, and take all actions necessary under, the Direct Agreement by and among VDOT, HRTAC, and USDOT relating to the TIFIA Loan to HRTAC for the Project, a draft of which is set forth in Exhibit A, with such changes and modifications deemed necessary by the Commissioner of Highways.

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EXHIBIT A

DIRECT AGREEMENT (VDOT)

This **DIRECT AGREEMENT** (this "**Agreement**") dated as of [___], 2025 (the "**Effective Date**"), is made by and among the (i) VIRGINIA DEPARTMENT OF TRANSPORTATION, an agency of the Commonwealth of Virginia ("**VDOT**"); (ii) HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION, a body politic and a political subdivision created under the laws of the Commonwealth of Virginia (the "**Borrower**"); and (iii) UNITED STATES DEPARTMENT OF TRANSPORTATION, an agency of the United States, acting by and through the Executive Director of the Build America Bureau ("**USDOT**" or the "**TIFIA Lender**").

RECITALS

WHEREAS:

(1) VDOT and the Borrower have entered into the following, each in connection with the Project: (a) that certain Standard Project Agreement for Funding and Administration UPC 117840 (Segment 1 Preliminary Engineering (Phase I PE)), dated as of April 1, 2021; (b) that certain Standard Project Agreement for Funding and Administration UPC 119637 (Segment 1A (Full Build Potential Scope) Project), dated as of May 20, 2022, as amended on March 17, 2023; (c) that certain Standard Project Agreement for Funding and Administration UPC 120863 (Segment 1B (Full Build Potential Scope) Project), dated as of May 20, 2022; (d) that certain Standard Project Agreement for Funding and Administration UPC 119824 (Segment 4A/4B (Full Build Potential Scope) Project), dated as of December 16, 2021, as amended on March 17, 2023 and on May 18, 2024; (e) that certain Standard Project Agreement for Funding and Administration UPCs 120375 and 123322 (I-64/I-464 Interchange, Exit 291 Flyover Ramp Project), dated as of October 25, 2023, as amended on June 7, 2024; and (f) that certain Standard Project Agreement for Funding and Administration UPC No. 122999 (Transportation Management Plan (TMP) Project), dated as of May 9, 2023, as amended by the Amendment to Standard Project Agreement for Funding and Administration, dated as of January 3, 2025 (each, a "**SPA**" and, collectively, the "**HRELN Project SPAs**");

(2) VDOT (a) has entered into the following construction contracts related to the Project: (i) that certain contract (Contract ID. No.: C0011784DB112), last executed as of December 7, 2022, with Allan Myers VA, Inc. and relating to I-64 Hampton Roads Express Lanes (HREL) Segment 1A; (ii) that certain contract (Contract ID. No.: C0000119824C01), dated as of February 22, 2022, with The Lane Construction Corporation and relating to Express Lanes Segment 4A/4B; and (iii) that certain contract (Contract ID. NO.: C00120375DB118), dated as of January 17, 2024, with Joseph B. Fay, Co. and relating to the I-64 and I-464 Interchange Exit 291 Ramp Improvements (the contracts described in clauses (i), (ii) and (iii) being the "**Executed Contracts**") and (b) expects to enter into a construction contract for Segment 1B (such construction contract, when so entered into, the "**Segment 1B Contract**" and, together with the Executed Contracts, the "**HRELN Project Construction Contracts**");

(3) VDOT, the Borrower, and the Commonwealth Transportation Board have entered into that certain Master Agreement for Development and Tolling of the Express Lanes

Network, dated August 18, 2020, as it may be modified or amended from time to time in accordance with its terms (the "**MTA**");

(4) VDOT has entered into that certain Standard Contract for VDOT I-64 Express Lanes Toll System and Services, dated as of March 21, 2017, with TransCore, LP, as it may be modified or amended from time to time in accordance with its terms; and

(5) VDOT has entered into that certain Standard Contract for VDOT I-64 Express Lanes Toll System and Services, dated as of June 17, 2021, with Conduent State and Local Solutions, Inc. , as it may be modified or amended from time to time in accordance with its terms.

The foregoing agreements in paragraphs (1) through (5) above, together with any Electronic Toll Collection Agreement, Violation Processing Services Agreement and any other agreement entered into from time to time by VDOT and the Borrower that is treated as an Additional Project Contract pursuant to the TIFIA Loan Agreement (as defined below) are herein collectively referred to as the "**VDOT Agreements**" (and each, individually, is a "**VDOT Agreement**").

WHEREAS, in reliance on the support for the Project provided by VDOT pursuant to the VDOT Agreements, the Borrower and the TIFIA Lender are entering into that certain TIFIA Loan Agreement, dated as of the date hereof, pursuant to which the TIFIA Lender will (subject to the terms and conditions of the loan agreement) make a loan in a principal amount not to exceed $[310,194,800] (excluding interest that is capitalized), which loan shall be repaid from toll revenues collected by the Borrower (as amended, amended and restated, supplemented or otherwise modified from time to time, the "**TIFIA Loan Agreement**");

WHEREAS, the TIFIA Loan Agreement is being entered into for the purpose of financing certain costs in connection with the construction and development of the Project.

WHEREAS, the Borrower has entered into that certain Master Indenture (Toll Roads System Revenue Bonds), dated as of September 15, 2021, with U.S. Bank Trust Company, National Association (the "**Trustee**"), as such indenture may be modified or amended from time to time in accordance with its terms (the "**Indenture**");

WHEREAS, it is a condition to the consummation of the transactions contemplated by the TIFIA Loan Agreement that VDOT and the Borrower enter into this Agreement with the TIFIA Lender to provide certain assurances and agreements, as further described below, in connection with the VDOT Agreements and the transactions contemplated thereby.

NOW, THEREFORE, in consideration of the foregoing premises and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, VDOT, the Borrower, and the TIFIA Lender (each, a "**Party**" and, collectively, the "**Parties**") hereby agree as follows:

ARTICLE I

DEFINED TERMS; INTERPRETATION

Section 1.1 Capitalized Terms.

(a) Except as provided in Section 1.1(b), all capitalized terms not defined herein shall have the meanings given to them in the TIFIA Loan Agreement.

(b) All capitalized terms used in Article VI (*VDOT Agreement Modifications and Clarifications*) (other than Section 6.2 (*Agreements Relating to Toll System Contracts*)) shall have the meanings given to them in the applicable VDOT Agreement.

Section 1.2 Defined Terms. The following terms shall have the meanings specified below.

"Electronic Toll Collection Agreement" means any Electronic Toll Collection Agreement entered into between the Borrower and VDOT.

"Express Lanes Network" has the meaning set forth in the MTA.

"TIFIA Loan" means the loan provided under the TIFIA Loan Agreement.

"Permitted Liens" means:

(a) Liens imposed pursuant to the Indenture;

(b) Liens imposed by law for taxes that are not yet due or are being contested;

(c) carriers', warehousemen's, mechanics', materialmen's, repairmen's and other like Liens imposed by law, arising in the ordinary course of business and securing obligations that are not overdue by more than thirty (30) days or are being contested;

(d) pledges and deposits made in the ordinary course of business in compliance with workers' compensation, unemployment insurance, and other social security laws or regulations;

(e) deposits to secure the performance of bids, trade contracts, leases, statutory obligations, surety and appeal bonds, performance bonds and other obligations of a like nature, in each case in the ordinary course of business;

(f) judgment Liens in respect of judgments that do not constitute an Event of Default under the TIFIA Loan Agreement;

(g) easements, zoning restrictions, rights-of-way and similar encumbrances on real property imposed by law or arising in the ordinary course of business that, in any case, do not secure any monetary obligations and do not materially detract from the value of the affected property or interfere with the ordinary conduct of business of the Borrower;

(h) any Lien on any property or asset of the Borrower existing on the Effective Date; provided that (i) such Lien shall not apply to any other property or asset of the Borrower and (ii) such Lien shall secure only those obligations which it secures on the Effective Date and extensions, renewals and replacements thereof that do not increase the outstanding principal amount thereof;

(i) any Lien existing on any property or asset prior to the acquisition thereof by the Borrower; provided that (i) such Lien is not created in contemplation of or in connection with such acquisition, (ii) such Lien shall apply solely to the acquired asset and not to any other property or assets of the Borrower, and (iii) such Lien shall secure only those obligations which it secures on the date of such acquisition, and extensions, renewals and replacements thereof that do not increase the outstanding principal amount thereof; and

(j) purchase money security interests in equipment hereafter acquired by the Borrower; provided that (i) such security interests secure indebtedness for borrowed money permitted under the TIFIA Loan Agreement, (ii) such security interests are incurred, and the indebtedness secured thereby is created, within ninety (90) days after such acquisition, (iii) the indebtedness secured thereby does not exceed the fair market value of such equipment at the time of such acquisition, and (iv) such security interests do not apply to any other property or assets (other than accessions to such equipment) of the Borrower.

"Violation Processing Services Agreement" means any Violation Processing Services Agreement entered into between the Borrower and VDOT.

Section 1.3 Interpretation. Unless the context shall otherwise require, the words "hereto", "herein", "hereof", and other words of similar import refer to this Agreement as a whole. Words importing the singular number shall include the plural number and vice versa unless the context shall otherwise require. The words "include," "includes" and "including" shall be deemed to be followed by the phrase "without limitation." Whenever VDOT's knowledge is implicated in this Agreement or the phrase "to VDOT's knowledge" or a similar phrase is used in this Agreement, VDOT's knowledge or such phrase(s) shall be interpreted to mean to the best of VDOT's knowledge after reasonable and diligent inquiry and investigation. Unless the context shall otherwise require, references to any Person shall be deemed to include such Person's successors and permitted assigns. Unless the context shall otherwise require, references to preambles, recitals, sections, subsections, clauses, schedules, exhibits, appendices and provisions are to the applicable preambles, recitals, sections, subsections, clauses, schedules, exhibits, appendices and provisions of this Agreement. The schedules and exhibits to this Agreement, and the appendices and schedules to such exhibits, are hereby incorporated by reference and made an integral part of this Agreement. The headings or titles of this Agreement and its sections, schedules or exhibits, as well as any table of contents, are for convenience of reference only and shall not define or limit its provisions. Unless the context shall otherwise require, all references to any resolution, contract, agreement, lease or other document shall be deemed to include any amendments or supplements to, or modifications or restatements or replacements of, such documents that are approved from time-to-time in accordance with the terms thereof and hereof. Every request, order, demand, application, appointment, notice, statement, certificate, consent or similar communication or action hereunder by any party shall, unless otherwise specifically

provided, be delivered in writing in accordance with Section 9.1 and signed by a duly authorized representative of such party.

ARTICLE II

CONDITIONS PRECEDENT

Section 2.1 Conditions Precedent. Notwithstanding anything herein to the contrary, this Agreement shall not become effective until each of the following conditions precedent shall have been satisfied:

(a) Legal Opinion. Legal counsel to VDOT shall have delivered to the TIFIA Lender legal opinions satisfactory to the TIFIA Lender in its sole discretion (including those opinions set forth on Exhibit A).

(b) Non-Debarment Certificate. VDOT shall have provided a certificate from VDOT's Authorized Representative (as defined below) as to the absence of debarment, suspension or voluntary exclusion from participation in Government contracts, procurement and non-procurement matters substantially in the form attached hereto as Exhibit B with respect to VDOT and its principals (as defined in 2 CFR § 180.995).

(c) Certification Regarding Lobbying. VDOT shall have provided a certificate from VDOT's Authorized Representative as to the prohibition on the use of appropriated funds for lobbying substantially in the form attached hereto as Exhibit C in accordance with 49 CFR §20.100(b).

(d) Officer's Certificate. VDOT shall have delivered to the TIFIA Lender a certificate from VDOT's Authorized Representative in the form attached hereto as Exhibit D (i) as to the satisfaction of certain conditions precedent set forth in this Article II as required by the TIFIA Lender, (ii) designating VDOT's Authorized Representative, and (iii) confirming such person's position and incumbency.

(e) Organizational Documents. VDOT shall have provided to the TIFIA Lender evidence that VDOT is duly created and validly existing under the laws of its jurisdiction of formation, with full power, authority and legal right to own its properties and carry on its business and governmental functions as now conducted, including the following documents, each certified by VDOT's Authorized Representative: (i) a copy of all resolutions authorizing VDOT to execute and deliver, and to perform its respective obligations under, the VDOT Agreements in effect as of the Effective Date, and such resolutions have not been subsequently modified, rescinded or amended, are in full force and effect in the form adopted, and are the only resolutions adopted by VDOT relating to the matters described therein, and (ii) a copy of such further instruments and documents as are necessary, appropriate or advisable to effectuate the foregoing resolutions and to consummate and implement the transactions contemplated by such resolutions and the VDOT Agreements in effect as of the Effective Date.

(f) Insurance Certificates. VDOT shall have delivered to the TIFIA Lender copies of certificates of insurance evidencing the property damage and liability insurance policies maintained by VDOT and by each of the Principal Project Parties as of the date of this Agreement.

(g) Accuracy of Representations and Warranties. The representations and warranties of VDOT set forth in this Agreement and in each other VDOT Agreement shall be true and correct, as of the Effective Date, except to the extent such representations and warranties expressly relate to an earlier date (in which case, such representations and warranties shall be true and correct as of such earlier date).

(h) Other Requested Documentation. VDOT shall have delivered such other agreements, documents, instruments, opinions and other items reasonably required by the TIFIA Lender, all in form and substance satisfactory to the TIFIA Lender.

ARTICLE III

VDOT ACKNOWLEDGMENTS AND UNDERTAKINGS; NO LIABILITY FOR TIFIA LOAN

Section 3.1 Acknowledgement of Pledge and Assignment. VDOT acknowledges the pledge and assignment to each Trustee of, and the grant to such Trustee of a lien on and security interest in, all of the Borrower's right, title and interest in, to and under the trust estate established pursuant to the Indenture, pursuant to the terms and conditions of the Indenture, as security for all of the obligations secured or purported to be secured by the Indenture.

Section 3.2 Sovereign Immunity. VDOT specifically, and the Commonwealth of Virginia generally, neither waive nor abrogate their sovereign immunity, in part or in whole, in any manner, under any theory, hereunder. Notwithstanding the foregoing, VDOT acknowledges and agrees that this Agreement and the VDOT Agreements in effect from time to time constitute legal, valid, and binding obligations of VDOT, enforceable against VDOT in accordance with their terms, except as enforceability may be limited or otherwise affected by (a) bankruptcy, insolvency, reorganization, moratorium and other laws affecting the rights of creditors generally, (b) principles of equity, whether considered at law or in equity, and (c) the sovereign immunity of the Commonwealth of Virginia; provided that sovereign immunity shall not bar an action to enforce a claim based on a breach of this Agreement or the VDOT Agreements in effect from time to time presented in accordance with the laws of the Commonwealth of Virginia.

Section 3.3 Reserve Funds. VDOT acknowledges and agrees that each of the Senior Lien Obligations Reserve Fund, the Second Lien Obligations Reserve Fund, the Subordinate Obligations Reserve Fund, the Operation and Maintenance Reserve Fund, and the Major Maintenance and Renewal Fund, including any accounts and sub-accounts under any of the foregoing, shall be deemed a "reserve," as such term is used in Section 6.03(a)(ii) of the MTA.

Section 3.4 Insurance. VDOT understands and acknowledges that VDOT's failure to, and failure to cause its contractors to, at all times, maintain with responsible insurers, to the extent available from responsible insurers at reasonable rates, or through a program of self-insurance (or a combination thereof), all such insurance on the Project that is required under the VDOT Agreements in effect from time to time, subject to the cure provisions of the TIFIA Loan Agreement, constitutes an Event of Default under the TIFIA Loan Agreement.

Section 3.5 Cooperation. VDOT shall fully cooperate with the TIFIA Lender and perform all additional acts reasonably requested by the TIFIA Lender to effect the purposes of this Agreement. VDOT and the Borrower agree that each of them shall take such further action and shall execute and deliver such additional documents and instruments (in recordable form, if requested) as the TIFIA Lender may reasonably request to effectuate the terms of this Agreement.

Section 3.6 No Liability for TIFIA Loan. Nothing in this Agreement shall be construed to mean that VDOT is liable under the TIFIA Loan Agreement for the debt of the Borrower thereunder.

Section 3.7 Assignment of Toll System Contracts to Borrower. The Parties acknowledge that, pursuant to the terms of each Toll System Contract, such Toll System Contract may, during the term thereof, be assigned to the Borrower. The Parties further acknowledge and agree that, as of the effective date of any such assignment of any Toll System Contract to the Borrower, such Toll System Contract will cease to be considered a VDOT Agreement for purposes of this Agreement and any and all obligations of VDOT hereunder with respect to such Toll System Contract and the applicable Toll System Contractor (other than (a) the acknowledgement and agreement of VDOT relating to certain liquidated damages set forth in Section Section 6.2 hereof and (b) any obligations of VDOT under any Toll System Contract which by the terms of such Toll System Contract or the instrument of assignment are intended to survive such assignment) will be of no further force and effect.

ARTICLE IV

REPRESENTATIONS AND WARRANTIES

Section 4.1 Representations and Warranties of VDOT. VDOT hereby represents and warrants as of the date of execution of this Agreement and as of each date on which any disbursement under the TIFIA Loan Agreement is made:

(a) Organization; Power and Authority. VDOT is an agency of the State, duly created and validly existing and in good standing under the laws of the State, has full legal right, power and authority to enter into or become a signatory to this Agreement and the VDOT Agreements in effect as of any date on which this representation and warranty is made and to carry out and consummate all transactions contemplated hereby and thereby and has duly authorized the execution, delivery, and performance of this Agreement and the VDOT Agreements in effect as of any date on which this representation and warranty is made.

(b) VDOT's Officers' Authorization. As of the Effective Date, the officers of VDOT executing (or that previously executed) this Agreement and the VDOT Agreements in effect as of the Effective Date, and any certifications or instruments related thereto, are (or were at the time of such execution) duly and properly in office and fully authorized to execute the same.

(c) Due Execution; Enforceability. Each of this Agreement and each of the VDOT Agreements in effect as of any date on which this representation and warranty is made, has been duly authorized, executed and delivered by VDOT and constitutes the legal, valid, and binding agreement of VDOT enforceable in accordance with its terms, except as such

enforceability (i) may be limited by applicable bankruptcy, insolvency, reorganization, moratorium or similar laws affecting the rights of creditors generally, and (ii) is subject to general principles of equity (regardless of whether enforceability is considered in equity or at law); provided that all payments from VDOT under each such VDOT Agreement (other than any liquidated damages or other damages and recoveries payable by a third party contractor thereunder) are subject to appropriation by the Virginia General Assembly and allocation by the Commonwealth Transportation Board.

(d) Non-Contravention. The execution and delivery of this Agreement and the VDOT Agreements in effect as of any date on which this representation and warranty is made, the consummation of the transactions contemplated herein and therein and the fulfillment of or compliance with the terms and conditions hereof and thereof will not (i) conflict with VDOT's Organizational Documents or (ii) conflict in any material respect with, or constitute a violation, breach or default (whether immediately or after notice or the passage of time or both) by VDOT of or under, any applicable law, administrative rule or regulation, any applicable court or administrative decree or order, or any indenture, mortgage, deed of trust, loan agreement, lease, contract or other agreement or instrument to which VDOT is a party and/or signatory or by which it or its properties or assets are otherwise subject or bound.

(e) Consents and Approvals. No consent or approval of any trustee, holder of any indebtedness of VDOT or any other Person, and no consent, permission, authorization, order or license of, or filing or registration with, any Governmental Authority is necessary in connection with (i) the execution and delivery by VDOT of this Agreement and the VDOT Agreements then in effect, except as have been obtained or made and as are in full force and effect, or (ii) (A) the consummation of any transaction contemplated by this Agreement or the VDOT Agreements then in effect or (B) the fulfillment of or compliance by VDOT with the terms and conditions of this Agreement and the VDOT Agreements then in effect, except as have been obtained or made and as are in full force and effect or as are ministerial in nature and can reasonably be expected to be obtained or made in the ordinary course on commercially reasonable terms and conditions when needed.

(f) Litigation. As of the Effective Date, there is no action, suit, proceeding or, to the knowledge of VDOT, any inquiry or investigation, in any case before or by any court or other Governmental Authority pending or, to the knowledge of VDOT, threatened against or affecting the Project or the ability of VDOT to execute, deliver and perform its obligations under this Agreement or the VDOT Agreements then in effect. As of the Effective Date and as of each other date on which the representations and warranties herein are made or confirmed, there is no action, suit, proceeding or, to the knowledge of VDOT, any inquiry or investigation before or by any court or other Governmental Authority pending, or to the knowledge of VDOT, threatened against or affecting the Project, VDOT or the assets, properties or operations of VDOT, that in any case could reasonably be expected to result in a Material Adverse Effect. To VDOT's knowledge, there are no actions of the type described above pending, threatened against, or affecting any of the Principal Project Parties except for matters arising after the Effective Date that could not reasonably be expected to result in a Material Adverse Effect. VDOT is not in default (and no event has occurred and is continuing that, with the giving of notice or the passage of time or both, could constitute a default) with respect to any Governmental Approval, which default could reasonably be expected to result in a Material Adverse Effect.

(g) No Debarment. VDOT has fully complied with its verification obligations under 2 CFR § 180.320 and confirms that, to its knowledge, neither VDOT nor any of its principals (as defined in 2 CFR § 180.995) is debarred, suspended, or voluntarily excluded from participation in Government contracts, procurement or non-procurement matters or delinquent on a Government debt as more fully set forth in the certificate delivered pursuant to Section 2.1(b). VDOT has complied with the disclosure requirements set forth in 2 CFR § 180.355. Further, VDOT has fully complied with 2 CFR Part 180, including Subpart C, in particular §§ 180.300 and 180.330, and with 2 CFR § 1200.332. VDOT is not aware of any non-compliance by any Principal Project Party or any of VDOT's other contractors or subcontractors performing work related to the Project with the applicable requirements of 2 CFR Part 180.

(h) Accuracy of Representations and Warranties. The representations, warranties and certifications of VDOT set forth in this Agreement and in each VDOT Agreement in effect as of any date on which this representation and warranty is made are true, correct, and complete, except to the extent such representations and warranties expressly relate to an earlier date (in which case, such representations and warranties shall be true, correct, and complete as of such earlier date).

(i) Compliance with Federal Requirements. With respect to the Project, VDOT has complied with all applicable requirements of NEPA, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4601 et seq.), and Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.).

(j) No Defaults. VDOT is not in default under the terms of this Agreement or any VDOT Agreement in effect as of any date on which this representation and warranty is made, and no event has occurred or condition exists that, with the giving of notice or the passage of time or both, would constitute an event of default under this Agreement or any VDOT Agreement in effect as of any date on which this representation and warranty is made. To VDOT's knowledge, no other party to a VDOT Agreement is in breach of, or in default under, any material term of such VDOT Agreement.

(k) Governmental Approvals. All Governmental Approvals required as of the Effective Date and any subsequent date on which this representation is made (or deemed made) for the undertaking and completion of the Project and for the operation and management thereof have been obtained or effected by VDOT and are in full force and effect, and there is no basis for, nor proceeding that is pending or threatened that could reasonably be expected to result in, the revocation of any such Governmental Approval.

(l) VDOT Agreements. Each VDOT Agreement in effect as of any date on which this representation and warranty is made is in full force and effect and all conditions precedent to the obligations of the respective parties under each VDOT Agreement have been satisfied. To the extent not previously delivered to the TIFIA Lender, VDOT or the Borrower has delivered to the TIFIA Lender (i) as of the Effective Date, a fully executed, complete, and correct copy of each such VDOT Agreement in effect as of the Effective Date and (ii) as of any other date on which this representation and warranty is made, a fully executed, complete, and correct copy of each such VDOT Agreement entered into after the Effective Date and prior to such other date, including, in each case in clauses (i) and (ii), (A) all exhibits, schedules and other attachments, (B)

any amendments or modifications thereto and (C) any related credit support instruments or side letters. No event has occurred that gives VDOT or, to the knowledge of VDOT, any counterparty thereto the right to terminate any VDOT Agreement.

(m) Information. The information furnished by VDOT to the TIFIA Lender, when taken as a whole, does not contain any untrue statement of a material fact or omit to state any material fact necessary to make the statements contained therein not misleading as of the date made or furnished; provided that no representation or warranty is made with regard to projections or other forward-looking statements provided by or on behalf of VDOT.

(n) OFAC; Anti-Corruption Laws.

(i) Neither VDOT nor, to VDOT's knowledge, any other party to a VDOT Agreement is a Sanctioned Person.

(ii) Neither VDOT nor, to VDOT's knowledge, any other party to a VDOT Agreement is in violation of or, since the date that is five (5) years prior to the Effective Date, has violated: (A) any applicable Anti-Money Laundering Laws; (B) any applicable Sanctions; (C) any applicable Anti-Corruption Laws; or (D) any applicable anti-drug trafficking or anti-terrorism, civil or criminal.

(iii) There are no pending or, to the knowledge of VDOT, threatened claims or investigations by any Governmental Authority against, or any internal investigations conducted by, VDOT or, to VDOT's knowledge, any other party to a VDOT Agreement, in each case with respect to any possible or alleged violations of any Sanctions, Anti-Money Laundering Laws, Anti-Corruption Laws, or any anti-drug trafficking or anti-terrorism laws.

(iv) No use of proceeds of the TIFIA Loan or other transaction contemplated by this Agreement or any VDOT Agreement will violate any applicable Sanctions, Anti-Money Laundering Laws, or Anti-Corruption Laws, or any applicable anti-drug trafficking or anti-terrorism laws

(o) Compliance with Law. VDOT is in compliance in all material respects with, and has conducted (or caused to be conducted) its business and government functions and the business and operations of the Project in compliance in all material respects with, all applicable laws (other than Environmental Laws, which are addressed in Section 4.1(p) below), including those set forth on Exhibit E to the TIFIA Loan Agreement, to the extent applicable. No notices of violation of any applicable law have been issued, entered or received by VDOT or, to the knowledge of VDOT and solely in respect of the Project or any VDOT Agreement, any other party to such VDOT Agreement, other than, in each case, notices of violations that are immaterial.

(p) Environmental Matters. VDOT and, to the knowledge of VDOT, each Principal Project Party is in compliance with all laws applicable to the Project relating to (i) air emissions, (ii) discharges to surface water or ground water, (iii) noise emissions, (iv) solid or liquid

waste disposal, (v) the use, generation, storage, transportation or disposal of toxic or hazardous substances or wastes, (vi) biological resources (such as threatened and endangered species), and (vii) other environmental, health or safety matters, including all laws applicable to the Project referenced in the notice "Federal Environmental Statutes, Regulations, and Executive Orders Applicable to the Development and Review of Transportation Infrastructure Projects," 79 Fed. Reg. 22756 (April 23, 2014) (or any successor Federal Register notice of similar import), which document is available at http://www.transportation.gov/policy/transportation-policy/environment/laws ("**Environmental Laws**"). All Governmental Approvals for the Project relating to Environmental Laws have been, or, when required, will be, obtained and are (or, as applicable, will be) in full force and effect. VDOT has not received any written communication or notice, whether from a Governmental Authority, employee, citizens group, or any other Person, that alleges that VDOT or any other party to a VDOT Agreement is not in full compliance with all Environmental Laws and Governmental Approvals relating thereto in connection with the Project and, to VDOT's knowledge, there are no circumstances that may prevent or interfere with full compliance in the future by VDOT or any other party to a VDOT Agreement with any such Environmental Law or Governmental Approval.

(q) Sufficient Rights and Utilities. VDOT possesses either valid legal and beneficial title to, leasehold title in, or other valid legal rights with respect to the real and personal property relating to the Project, in each case as is necessary and sufficient as of the date this representation is made for the construction, operation, maintenance and repair of the Project. The VDOT Agreements in effect and the Governmental Approvals that have been obtained and are in full force and effect create rights in VDOT sufficient to enable VDOT to own, construct, operate, maintain and repair the Project and to perform its obligations under each of the VDOT Agreements to which it is a party. All utility services, means of transportation, facilities and other materials necessary for the construction and operation of the Project (including, as necessary, gas, electrical, water and sewage services and facilities) are, or will be when needed, available to the Project and arrangements in respect thereof have been made on commercially reasonable terms.

(r) Insurance. VDOT is in compliance with all insurance obligations under, and maintains or causes to be maintained at all times and with reasonable insurers all insurance required by, each of the VDOT Agreements in effect as of any date on which this representation and warranty is made. To VDOT's knowledge, each Principal Project Party that is party to a VDOT Agreement is in compliance with all insurance obligations under, and maintains or causes to be maintained at all times and with reasonable insurers all insurance required by, the applicable VDOT Agreement.

(s) No Liens. Except for Permitted Liens, VDOT has not created, and is not under any obligation to create, and has not entered into any transaction or agreement that would result in the imposition of, any Lien on the Project, the Express Lanes Network, the properties or assets in relation to the Project or the Express Lanes Network. Except for Permitted Liens described in clause (a) of the definition thereof, there are no Liens on the toll revenues to be produced from the operation of the Project or the Express Lanes Network.

(t) Intellectual Property. VDOT owns, or has adequate licenses or other valid rights to use, all patents, trademarks, service marks, trade names, copyrights, franchises, formulas, licenses and other rights with respect thereto and has obtained assignment of all licenses and other

rights of whatsoever nature, in each case, necessary for the Project, the Express Lanes Network, and the operation of its business. To VDOT's knowledge, there exists no conflict with the rights or title of any third party with respect to the intellectual property described in the preceding sentence. Excluding the use of commercially available "off-the-shelf" software, to VDOT's knowledge, no product, process, method, substance, part or other material produced or employed or presently contemplated to be produced by or employed by the Project or the Express Lanes Network infringes or will infringe any patent, trademark, service mark, trade name, copyright, franchise, formula, license or other intellectual property right of any third party.

(u) Investment Company Act. VDOT is not, and after applying the proceeds of the TIFIA Loan will not be, required to register as an "investment company" within the meaning of the Investment Company Act of 1940, as amended, and is not "controlled" by a company required to register as an "investment company" under the Investment Company Act of 1940, as amended.

(v) Taxes. VDOT is not required to file tax returns with any Governmental Authority.

(w) ERISA. Neither VDOT nor any ERISA Affiliate maintains or otherwise has any liability in respect of any plan or other arrangement that is subject to ERISA or Section 412 of the Code.

(x) Patriot Act. VDOT is not required to establish an anti-money laundering compliance program pursuant to the Patriot Act.

Section 4.2 Representations and Warranties of the TIFIA Lender. The TIFIA Lender hereby makes the following representations and warranties as of the Effective Date:

(a) The TIFIA Lender has all requisite power and authority to perform all transactions contemplated by this Agreement.

(b) This Agreement has been duly authorized, executed and delivered by the TIFIA Lender, and is a legally valid and binding agreement of the TIFIA Lender, enforceable in accordance with its terms.

(c) The officer of the TIFIA Lender executing this Agreement is duly and properly in office and fully authorized to execute the same on behalf of the TIFIA Lender.

ARTICLE V

VDOT PROJECT-RELATED COVENANTS

Section 5.1 VDOT Affirmative Covenants related to TIFIA Loan Agreement. VDOT covenants and agrees as follows until the date the TIFIA Loan and the obligations of the Borrower under the TIFIA Loan Agreement (other than contingent indemnity obligations) are irrevocably paid in full in cash and the TIFIA Lender no longer has any commitment to make disbursements to the Borrower, unless the TIFIA Lender waives compliance in writing:

(a) Copies of Documents. VDOT shall provide written notice to the TIFIA Lender of VDOT's intent to enter into any Principal Project Contract or Additional Project Contract to be entered into by VDOT and, if such Additional Project Contract is subject to approval by the TIFIA Lender pursuant to Section 16(e) (*Principal Project Contracts; Additional Project Contracts*) of the TIFIA Loan Agreement, shall provide drafts of any such Additional Project Contracts at least thirty (30) days prior to the proposed effective date thereof, together with any related contracts, side letters or other understandings. If the TIFIA Lender requests a copy of any Additional Project Contract that is not subject to approval by the TIFIA Lender, VDOT shall provide a copy of the final or near final draft of such Additional Project Contract, together with any related contracts, side letters or other understandings, prior to the execution thereof (provided such request is made prior to the execution of such contract). VDOT shall provide a complete and fully executed version of each Principal Project Contract entered into by VDOT (together with any credit support instruments provided in connection therewith) and, if requested by the TIFIA Lender, VDOT shall provide to the TIFIA Lender an executed version of any Additional Project Contract entered into by VDOT, together with any related contracts, side letters or other understandings, promptly following the full execution thereof.

(b) Prosecution of Work; Verification Requirements.

(i) VDOT shall diligently prosecute the work relating to the Project and complete the Project in accordance with the Construction Schedule, and in accordance with good engineering practices.

(ii) VDOT shall ensure that the Design-Builder and its subcontractors comply with all applicable laws and legal or contractual requirements with respect to any performance security instrument delivered by the Design-Builder to VDOT and shall ensure that any letter of credit provided pursuant to the Design-Builder meets the requirements therefor set forth therein.

(iii) VDOT shall comply with 2 CFR Part 180, including Subpart C, in particular §§ 180.300 and 180.320, and with 2 CFR § 1200.332.

(c) Roadway Operation and Maintenance. VDOT shall perform all Roadway O&M Work (as defined in the MTA) for the Project and the Express Lanes Network (i) in a reasonable and prudent manner, (ii) substantially in accordance with the Maintenance Protocol (as defined in the MTA) (except as necessary to prevent or mitigate immediate threats to human health and safety or to prevent or mitigate physical damage to material portions of the Project), and (iii) in accordance with the requirements of all applicable laws and each applicable VDOT Agreement. VDOT shall at all times do or cause to be done all things necessary to obtain, preserve, renew, extend and keep in full force and effect the Governmental Approvals and any other rights, licenses, franchises, and authorizations material to the conduct of its business.

(d) Compliance with VDOT Agreements. VDOT agrees to take all action necessary to comply with its obligations, covenants and responsibilities set forth in the VDOT Agreements.

(e) Compliance with Law. VDOT shall comply in all material respects with all applicable federal and State laws, including all items set forth in Exhibit E of the TIFIA Loan Agreement, to the extent applicable.

(f) Insurance.

(i) VDOT shall maintain or cause to be maintained insurance for the construction and operation of the Project, with responsible insurers and, in any event, as required by the VDOT Agreements and any other Principal Project Contracts to which VDOT is a party and, to the extent VDOT self-insures, VDOT shall maintain self-insurance retentions with respect to the Project and any operating portion of the Express Lanes Network as is customarily maintained by VDOT with respect to works and properties of like character against accident to, loss of or damage to, such works or properties, which shall include retentions for liability coverage and pollution and other environmental liability and remediation related coverage. VDOT shall cause each Principal Project Party under a Principal Project Contract to which VDOT is a party to obtain and maintain casualty and liability insurance in accordance with the requirements of the applicable Principal Project Contract.

(ii) Promptly upon request by the TIFIA Lender, VDOT shall deliver to the TIFIA Lender copies of any underlying insurance policies obtained by or on behalf of VDOT in respect of construction of the Project. All such policies shall be available at all reasonable times for inspection by the TIFIA Lender, its agents and representatives.

(g) Notices.

(i) VDOT shall, within five (5) Business Days after VDOT learns of the occurrence, give the TIFIA Lender and the Borrower written notice of any of the following events or receipt of any of the following notices, as applicable, setting forth details of such event and including any relevant and significant documentation:

(A) Litigation: (1) the filing of any litigation, suit or action, or the commencement of any proceeding, against VDOT before any arbitrator, Governmental Authority, alternative dispute resolution body, or other neutral third-party, or the receipt by VDOT in writing of any threat of litigation, suit, action, or proceeding, or of any written claim against VDOT with respect to the Project that, in each case, could reasonably be expected to have a Material Adverse Effect, and any material changes in the status of such litigation, suit, action or claim, and (2) any judgments against VDOT with respect to the Project with individual award amounts in excess of $5,000,000, either individually or in the aggregate;

(B) Delayed Governmental Approvals: any failure to receive or delay in receiving any Governmental Approval or making any required filing, notice, recordation or other demonstration to or with a Governmental Authority, in each case to the extent such failure or delay will or could reasonably be expected to result in a delay to any major milestone date (including the Projected Substantial Completion Date) set forth in the Construction Schedule, together with a written explanation of the reasons for such failure or delay and VDOT's plans to remedy or mitigate the effects of such failure or delay;

(C) Environmental Notices: any material notice of violation under any Environmental Law related to the Project or any material changes to the NEPA Determination;

(D) Insurance Claims: any insurance claims made by VDOT, the contractor under any of the HRELN Project Construction Contracts, any Toll System Contractor or any contractor pursuant to any other Principal Project Contract or Additional Project Contract in respect of the Project in excess of $1,000,000, either individually or in the aggregate, to the extent related to the Project;

(E) Amendments: except as otherwise agreed by the TIFIA Lender in writing, copies of (1) any proposed amendments to any VDOT Agreement or other Principal Project Contract to which VDOT is a party at least thirty (30) days prior to the effective date thereof and (2) fully executed amendments within ten (10) days following execution thereof (excluding, for clarity, Work Orders under the HRELN Project Construction Contracts or any Toll System Contract issued by VDOT pursuant to the terms thereof);

(F) Defaults under VDOT Agreements, etc.: any event of default on the part of VDOT or any other party under any VDOT Agreement, any other Principal Project Contract to which VDOT is a party or any Additional Project Contract related to the operation and maintenance of the Project to which VDOT is a party;

(G) Uncontrollable Force: the occurrence of any event of Uncontrollable Force (as defined in the TIFIA Loan Agreement) with respect to the Project or the Express Lanes Network that, in either case, could reasonably be expected to result in a Material Adverse Effect;

(H) Project Changes: any (1) change to the forecasted Total Project Costs in excess of five percent (5%) of total forecasted Total Project Costs, together (in the case of increased costs) with a written description of the committed funding sources available to VDOT or the Borrower to pay for such increased Total Project Costs; or (2) material change to the Construction Schedule, together with a proposed revised Construction Schedule;

(I) 2 CFR Notices: (1) that any of the information set forth in the certificate provided by VDOT pursuant to Section 2.1(b) was incorrect at the time the certificate was delivered or there has been a change in status of VDOT or any of its principals with respect to the criteria set forth in 2 CFR § 180.335; (2) any other notification required pursuant to 2 CFR § 180.350; and (3) any violation of Federal criminal law involving fraud, bribery, or gratuity violations potentially affecting the TIFIA Loan Agreement as described in 2 CFR § 200.113; and

(J) Other Adverse Events: the occurrence of any other event or condition, including any notice of breach from a contract counterparty, that could reasonably be expected to result in a Material Adverse Effect.

(ii) VDOT shall provide the TIFIA Lender with any further information reasonably requested by the TIFIA Lender from time to time concerning the matters described in this Section 5.1(g).

(iii) Remedial Action. Within thirty (30) calendar days after VDOT learns of the occurrence of an event specified in Section 5.1(g)(i) (other than in Section 5.1(g)(i)(E) (*Amendments*)), VDOT's Authorized Representative shall provide a statement to the TIFIA Lender setting forth the actions VDOT proposes to take with respect thereto.

(h) Maintain Legal Structure. VDOT shall maintain its existence as an agency of the Commonwealth of Virginia.

(i) Payments to the Commission. Notwithstanding any provision contained in the VDOT Agreements to the contrary, VDOT shall pay by wire transfer to the Trustee (using the wire transfer information provided from time to time by the Borrower) for deposit to the Toll Revenue Fund or other appropriate account under the Indenture (i) all liquidated damages and other damages and recoveries with respect to the Project or the Express Lanes Network that VDOT receives from any Principal Project Party or any other Person that are payable to the Commission and (ii) all other amounts with respect to the Project or the Express Lanes Network payable directly by VDOT to the Commission (in each case of clauses (i) and (ii), excluding amounts that the Commission has elected to apply as a credit against amounts that are payable by the Commission to VDOT and do not represent a payment to VDOT that is subject to the restrictions set forth in Section 16(d) of the TIFIA Loan Agreement).

VDOT shall make all such payments without any offset, abatement, withholding or reduction. By its acceptance and agreement to this Agreement, the Commission, for itself and its successors and permitted assigns, irrevocably consents to the making by VDOT of payments as provided in this Section 5.1(i).

(j) Events of Loss; Loss Proceeds. If an Event of Loss shall occur with respect to any segment of the Express Lanes Network or any part thereof, VDOT shall (A) diligently pursue all of its rights to compensation against all relevant insurers, reinsurers and Governmental

Authorities, as applicable, in respect of such event and (B) except as otherwise required by the Indenture, pay or apply all Loss Proceeds stemming from such event to repair or replace the affected portion of the Express Lanes Network (or reimburse VDOT for costs it has incurred to repair or replace the Project or the affected portion thereof).

(k) Immunity. VDOT specifically, and the Commonwealth of Virginia generally, neither waive nor abrogate their sovereign immunity, in part or in whole, in any manner, under any theory, hereunder. Notwithstanding the foregoing, VDOT agrees that, to the fullest extent permitted by applicable law, VDOT will not assert any immunity it may have as a governmental entity from lawsuits and other actions and claims presented in accordance with the laws of the Commonwealth of Virginia and any judgments with respect to the enforcement of any of the contractual obligations of VDOT under this Agreement.

(l) Patriot Act. If the anti-money laundering compliance program provisions of the Patriot Act become applicable to VDOT, then VDOT will provide written notice to the TIFIA Lender of the same and will promptly establish an anti-money laundering compliance program that complies with all applicable requirements of the Patriot Act.

(m) Cargo Preference Act. Pursuant to 46 CFR Part 381, VDOT hereby agrees as follows, and shall insert the following clauses in contracts entered into by VDOT pursuant to which equipment, materials or commodities may be transported by ocean vessel in carrying out the Project:

(i) At least fifty percent (50%) of any equipment, materials or commodities procured, contracted for or otherwise obtained with TIFIA Loan proceeds, and which may be transported by ocean vessel, shall be transported on privately owned United States-flag commercial vessels, if available.

(ii) Within twenty (20) days following the date of loading for shipments originating within the United States or within thirty (30) Business Days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (i) above shall be furnished to both the TIFIA Lender and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

(n) Lobbying. VDOT shall comply with all applicable certification, declaration and/or disclosure requirements under 49 CFR Part 20.

(o) Reporting Subawards and Executive Compensation. To the extent applicable, VDOT shall comply, and shall require each subrecipient to comply, with the reporting requirements set forth in Exhibit Q to the TIFIA Loan Agreement.

Section 5.2 VDOT Negative Covenants related to TIFIA Loan Agreement. VDOT covenants and agrees as follows until the date the TIFIA Bond and the obligations of the

Borrower under this Agreement (other than contingent indemnity obligations) are irrevocably paid in full in cash, unless the TIFIA Lender waives compliance in writing:

(a) No Lien Extinguishment or Adverse Amendments. VDOT shall not, and shall not permit any Person to, without the prior written consent of the TIFIA Lender, either (i) amend, modify, replace, or supplement any VDOT Agreement or any other Principal Project Contract or Additional Project Contract to which VDOT is a party in a manner that could adversely affect the TIFIA Lender (in the TIFIA Lender's determination) in connection with the TIFIA Loan, (ii) waive or permit a waiver of any provision of any VDOT Agreement or any other Principal Project Contract or Additional Project Contract in a manner that could adversely affect the TIFIA Lender (in the TIFIA Lender's determination) in connection with the TIFIA Loan or (iii) terminate, assign, amend or modify, or waive timely performance by any party of material covenants under any VDOT Agreement or any other Principal Project Contract or Additional Project Contract except for termination, assignment, amendment, modification or waiver of timely performance that could not reasonably be expected to have a Material Adverse Effect (in the TIFIA Lender's determination). Except as otherwise agreed by the TIFIA Lender in writing, VDOT will provide to the TIFIA Lender (x) copies of any proposed amendments, modifications, replacements or waivers of, or supplements to any VDOT Agreement or any other Principal Project Contract or Additional Project Contract at least thirty (30) days prior to the effective date thereof, and (y) complete, correct and fully executed copies of any amendment, modification, replacement, waiver or supplement to any VDOT Agreement, within ten (10) days after execution thereof.

(b) No Prohibited Liens. Except for Permitted Liens, VDOT shall not create, incur, assume or permit to exist any Lien on the Project, the Express Lanes Network, the trust estate under either Indenture, the Pledged Revenues (as defined in the TIFIA Loan Agreement or VDOT's respective rights in any of the foregoing. VDOT shall not collaterally assign any of its rights under or pursuant to any VDOT Agreement or any Principal Project Contract or Additional Project Contract to which it is a party and shall not permit a Lien to encumber VDOT's rights or privileges under any VDOT Agreement or any Principal Project Contract or Additional Project Contract to which VDOT is a party.

(c) Principal Project Contracts; Additional Project Contracts. VDOT shall not, without the prior written consent of the TIFIA Lender, enter into any Principal Project Contract that is not in effect as of the Effective Date [(other than an Electronic Toll Collection Agreement that is in the form of Exhibit 14 to the MTA or a Violation Processing Services Agreement that is in the form of Exhibit 15 to the MTA)][1]. VDOT shall not, without the prior written consent of the TIFIA Lender, enter into any Additional Project Contract (or series of related contracts) allocable to the Project that commits the Borrower to spend, or is reasonably expected to involve expenditures by the Borrower of, amounts that either: (i) exceed $2,500,000, inflated annually by CPI, in any Borrower Fiscal Year, or (ii), alone or when aggregated with the other Total Project Costs or Operation and Maintenance Expenses, as applicable, in the same line item of the applicable budget set forth in the Financial Plan most recently submitted to the TIFIA Lender, would cause aggregate Total Project Costs or Operation and Maintenance Expenses, as applicable, for such line item in any Borrower Fiscal Year to exceed the amounts for such line item for any

[1] **Note to Borrower**: have agreements attached as Exhibit 14 and 15 to MTA been executed?

Borrower Fiscal Year reflected in the budget in the Financial Plan mostly recently submitted to the TIFIA Lender.

(d) No Prohibited Sale, Lease or Assignment. VDOT shall not sell, lease, or assign its rights in and to the Project, a substantial portion of the assets included in the Project or the Express Lanes Network, or its rights and obligations under any VDOT Agreement, in each case unless such sale, lease or assignment (or group of sales or disposals) (i) could not reasonably be expected to result in a Material Adverse Effect, (ii) could not reasonably be expected to result in a reduction to the Toll Revenues in any material respect, (iii) could not reasonably be expected to increase Tolling O&M Costs (as defined in the MTA) in any material respect, and (iv) is made by VDOT in the ordinary course of business.

(e) Transactions with other Governmental Authorities. Except for the transactions expressly contemplated in the VDOT Agreements, VDOT shall not engage in any other transactions in connection with the Project with any other Governmental Authority (including any other Governmental Authority of or in the State), the terms and provisions of which are materially adverse to VDOT, the Borrower or the Project or that could reasonably be expected to result in a Material Adverse Effect.

(f) OFAC Compliance. VDOT:

(i) shall not violate (A) any applicable Anti-Money Laundering Laws, (B) any applicable Sanctions, (C) Anti-Corruption Laws or (D) any applicable anti-drug trafficking or anti-terrorism laws, civil or criminal;

(ii) shall not use the proceeds of the TIFIA Loan for purposes other than those permitted by applicable law and as otherwise permitted under the TIFIA Loan Agreement and the VDOT Agreements;

(iii) shall ensure that each of its directors, officers, employees, and agents, shall not, directly or indirectly, use the proceeds of the TIFIA Loan or lend to, make any payment to, contribute or otherwise make available any funds to any Affiliate, joint venture partner or other Person (A) in furtherance of an offer, payment, promise to pay, or authorization of the payment or giving of money, or anything else of value, to any Person in violation of any applicable Anti-Corruption Laws, (B) in any manner that would result in the violation of any applicable Anti-Money Laundering Laws, (C) for the purpose of funding, financing or facilitating any activities, business or transaction of or with any Sanctioned Person, or in any Sanctioned Country, or (D) in any other manner that would result in the violation of any Sanctions by any Person (including the Executive Director, the TIFIA Lender or any Principal Project Party); and

(iv) shall not make a payment, directly or indirectly, to any Principal Project Party that, to VDOT's knowledge, has violated any of the laws referenced in clause (i) above or that is a Sanctioned Person.

Section 5.3 Reports and Records; Required Audit; Financial Plan.

(a) Reports and Records. VDOT shall maintain and retain all files relating to the Project and the Express Lanes Network until three (3) years after the later of the date on which (i) all rights and duties hereunder and under the TIFIA Loan Agreement (including payments) have been fulfilled and any required audits have been performed and (ii) any litigation relating to the Project, the Express Lanes Network or the VDOT Agreements is finally resolved or, if the TIFIA Lender has reasonable cause to extend such date, a date to be mutually agreed upon by the TIFIA Lender and VDOT. VDOT shall provide to the TIFIA Lender in a timely manner all records and documentation relating to the Project, the Express Lanes Network or the VDOT Agreements that the TIFIA Lender may reasonably request from time to time.

(b) Required Audit. VDOT shall have a single or program-specific audit conducted in accordance with 2 CFR Part 200 Subpart F and 31 U.S.C. § 7502 in 2019 and annually thereafter, except to the extent biennial audits are permitted for VDOT pursuant to 2 CFR § 200.504 and 31 U.S.C. § 7502(b). Upon reasonable notice, VDOT shall cooperate fully in the conduct of any periodic or compliance audits conducted by the TIFIA Lender, the USDOT, or designees thereof, pursuant to 49 CFR § 80.19, 31 U.S.C. § 7503(b), or 31 U.S.C. § 6503(h) and shall provide full access to any books, documents, papers or other records that are pertinent to the Project, the Express Lanes Network or the VDOT Agreements, to the Secretary, or the designee thereof, for any such project or programmatic audit.

(c) Financial Plan. VDOT agrees to furnish the required information under Section 21(a) of the TIFIA Loan Agreement with respect to the Financial Plan and the statements and reports related thereto to enable the Borrower to fully comply with the Financial Plan requirements.

ARTICLE VI

VDOT AGREEMENT MODIFICATIONS AND CLARIFICATIONS

Section 6.1 Agreements and Undertakings Relating to the Master Tolling Agreement. VDOT acknowledges and agrees that the license to use the Tolling Infrastructure and System and access the roadway to perform Tolling O&M Duties granted by VDOT to the Commission pursuant to Section 3.08(b) of the Master Tolling Agreement is irrevocable during the term of the Master Tolling Agreement.

Section 6.2 Agreements Relating to Toll System Contracts. VDOT hereby acknowledges and agrees that the Borrower shall be entitled to one hundred percent (100%) of any liquidated damages payable by the Toll System Contractor pursuant to or in connection with any Toll System Contract to which VDOT is a party and pursuant to which the Borrower has an obligation to pay the costs and expenses payable to the Toll System Contractor thereunder.

ARTICLE VII

TIFIA LENDER RIGHTS AND PROTECTIONS

Section 7.1 Project Monitoring. The TIFIA Lender shall have the right in its sole discretion to monitor (or direct its agents to monitor) the development, including environmental compliance, design, right-of-way acquisition, and construction of the Project. The FHWA Division Office has oversight responsibility for the Project, including ensuring compliance in all material respects with all applicable provisions of federal law. VDOT agrees to cooperate in good faith with the TIFIA Lender and the FHWA Division Office in the conduct of such monitoring by providing the TIFIA Lender and the FHWA Division Office with such reports, documentation or other information as shall be requested by the TIFIA Lender and the FHWA Division Office, or its agents, including any independent engineer reports, documentation or information.

Section 7.2 Specific Performance. The TIFIA Lender may seek specific performance of this Agreement, whether or not the Borrower shall have complied with any of the provisions hereof or of any VDOT Agreement applicable to it, at any time when VDOT shall have failed to comply with any of the provisions of this Agreement applicable to it. Notice of such demand for specific performance shall be made concurrently to each Party.

Section 7.3 Remedies Not Exclusive. No remedy conferred herein or reserved to the TIFIA Lender is intended to be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing at law or in equity or by statute.

Section 7.4 Delay or Omission Not Waiver. No waiver by the TIFIA Lender of any breach by VDOT of any of its obligations, agreements or covenants hereunder shall be deemed a waiver of any subsequent breach, or a waiver of any other obligation, agreement or covenant, and no delay or omission of the TIFIA Lender to exercise any right or remedy provided hereunder upon a default of VDOT (except a delay or omission pursuant to a written waiver) shall impair any such right or remedy or constitute a waiver of any such default or acquiescence therein. Every right and remedy given by this Agreement or by law to the TIFIA Lender may be exercised from time to time, and as often as may be deemed expedient by the TIFIA Lender.

Section 7.5 No Third Party Rights. The Parties hereby agree that this Agreement creates no third party rights against the United States Government or the TIFIA Lender solely by virtue of this Agreement.

ARTICLE VIII

DAMAGES

Section 8.1 Waiver of Consequential Damages. To the extent permitted by applicable law, neither VDOT nor the TIFIA Lender shall assert, and both VDOT and the TIFIA Lender hereby waives, any claim on any theory of liability for special, indirect, consequential or punitive damages (as opposed to direct or actual damages) arising out of, in connection with, or as

a result of, this Agreement, the other transactions contemplated hereby, the TIFIA Loan Agreement, or the use of the proceeds of any draws thereunder.

ARTICLE IX

MISCELLANEOUS

Section 9.1 Notices. Notices hereunder shall be (a) in writing, (b) effective as provided below and (c) given by (i) nationally recognized courier service, (ii) hand delivery, or (iii) email, in each case to:

If to TIFIA Lender:
Build America Bureau
United States Department of Transportation
Room W12-464
1200 New Jersey Avenue, SE
Washington, D.C. 20590
Attention: Director, Office of Credit Programs
Email: BureauOversight@dot.gov

with copies to:
Federal Highway Administration
Virginia Division Office
400 North 8th St., Suite 750
Richmond, Virginia 23219-4825
Attn: Division Administrator
Telephone: 804-775-3320
Facsimile: 804-775-3356

If to VDOT:
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219
Attention: Chief Financial Officer
Facsimile: (804) 786-2940

with copies to:
Office of the Attorney General
202 North 9th Street
Richmond, VA 23219
Attention: Chief, Transportation Section
Facsimile: (804) 786-9136

If to Borrower:
Hampton Roads Transportation
Accountability Commission
The Regional Building
723 Woodlake Drive
Chesapeake, Virginia 23320
Attention: Executive Director
Email: kpage@hrtac.org

Unless otherwise instructed by the TIFIA Lender's Authorized Representative, all notices to the TIFIA Lender should be made by email to the email address noted above for the TIFIA Lender. Notices required to be provided herein shall be provided to such different addresses or to such further parties as may be designated from time to time by a Borrower's Authorized Representative, with respect to notices to the Borrower, by VDOT's Authorized Representative, with respect to notices to VDOT, or by the TIFIA Lender's Authorized Representative, with respect to notices to the TIFIA Lender or the Servicer. Each such notice, request or communication shall be effective (x) if delivered by hand or by nationally recognized courier service, when delivered at the address specified in this Section 9.1 (or in accordance with the latest unrevoked written direction from the receiving party) and (y) if given by email, when such email is delivered to the address specified in this Section 9.1 (or in accordance with the latest unrevoked written direction from the receiving party); provided, that notices received on a day that is not a Business Day or after 5:00 p.m. Eastern Time on a Business Day will be deemed to be effective on the next Business Day.

Section 9.2 No Personal Recourse. No official, employee or agent of the TIFIA Lender, the Borrower or VDOT or any person executing this Agreement shall be personally liable under this Agreement by reason of the issuance, delivery, execution or performance hereof.

Section 9.3 Authorized Representatives.

(a) VDOT's Authorized Representative. VDOT shall at all times have appointed an authorized representative by designating such person or persons from time to time to act on VDOT's behalf pursuant to a written certificate furnished to the TIFIA Lender and the Servicer (as defined in the TIFIA Loan Agreement), if any, containing the specimen signature or signatures of such person or persons and signed by VDOT (each such person, "**VDOT's Authorized Representative**").

(b) TIFIA Lender's Authorized Representative. The TIFIA Lender shall at all times have appointed the TIFIA Lender's Authorized Representative by designating such Person or Persons from time to time to act on the TIFIA Lender's behalf pursuant to a written certificate furnished to the Borrower and the Servicer, if any, containing the specimen signature or signatures of such Person or Persons and signed by the TIFIA Lender.

Section 9.4 Amendments and Waivers. No amendment, modification, termination or waiver of any provision of this Agreement shall in any event be effective without the written consent of the Parties.

Section 9.5 Governing Law. This Agreement shall be governed by the federal laws of the United States if and to the extent such federal laws are applicable and the internal laws of the State, if and to the extent such federal laws are not applicable.

Section 9.6 Severability. In case any provision in or obligation under this Agreement shall be invalid, illegal or unenforceable in any jurisdiction, the validity, legality and enforceability of the remaining provisions or obligations, or of such provision or obligation in any other jurisdiction, shall not in any way be affected or impaired thereby.

Section 9.7 Successors and Assigns. This Agreement shall be binding upon the Parties hereto and their respective successors and assigns and shall inure to the benefit of the

Parties hereto and the successors and assigns of the TIFIA Lender. None of VDOT or the Borrower may sell, assign, transfer or delegate any of its rights or obligations under this Direct Agreement without the prior written consent of the TIFIA Lender.

Section 9.8 Counterparts; Electronic Signatures. This Agreement and any amendments, waivers, consents or supplements hereto or in connection herewith may be executed in any number of counterparts and by the Parties in separate counterparts, each of which when so executed and delivered shall be deemed an original, but all such counterparts together shall constitute but one and the same instrument; signature pages may be detached from multiple separate counterparts and attached to a single counterpart so that all signature pages are physically attached to the same document. Each Party agrees that the transaction consisting of this Agreement may be conducted by electronic means. Each Party agrees, and acknowledges that it is such Party's intent, that if such Party signs this Agreement using an electronic signature, it is signing, adopting, and accepting this Agreement and that signing this Agreement using an electronic signature is the legal equivalent of having placed its handwritten signature on this Agreement on paper. Each Party acknowledges that it is being provided with an electronic or paper copy of this Agreement in a usable format.

Section 9.9 Effectiveness. This Agreement shall be effective as of the Effective Date and shall remain in effect until all amounts borrowed under the TIFIA Loan has been irrevocably paid in full, together with any interest accrued thereon, and all other amounts and other obligations under the TIFIA Loan Agreement has been satisfied in full.

[Signature Pages Follow]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first above written.

HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION

By: _____
Name:
Title:

VIRGINIA DEPARTMENT OF TRANSPORTATION,
an agency of the Commonwealth of Virginia

By: _____
Name: Stephen C. Brich, P.E.
Title: Commissioner of Highways

UNITED STATES DEPARTMENT OF TRANSPORTATION, acting by and through the Executive Director of the Build America Bureau

By: _____
Name: Morteza Farajian
Title: Executive Director

EXHIBIT A

OPINIONS REQUIRED OF COUNSEL TO VDOT

An opinion of the counsel of VDOT, dated as of the Effective Date, to the effect that: (a) VDOT is duly formed, validly existing, and in good standing under the laws of the Commonwealth of Virginia; (b) VDOT has all requisite power and authority to conduct its business and to execute and deliver, and to perform its obligations under the Agreement and each of the VDOT Agreements; (c) the execution and delivery by VDOT of, and the performance of its respective obligations under, the Agreement and each of the VDOT Agreements, have been duly authorized by all necessary organizational or regulatory action; (d) VDOT has duly executed and delivered Agreement and each of the VDOT Agreements and each such document constitutes the legal, valid and binding obligation of VDOT; enforceable against VDOT in accordance with their respective terms; (e) no authorization, consent, or other approval of, or registration, declaration or other filing with any governmental authority of the United States of America or of the State is required on the part of VDOT for the execution and delivery by VDOT of, and the performance of VDOT under, the Agreement and each of the VDOT Agreements other than authorizations, consents, approvals, registrations, declarations and filings that have already been timely obtained or made by VDOT; (f) the execution and delivery by VDOT of, and compliance with the provisions of, the Agreement and each of the VDOT Agreements in each case do not (i) violate the Organizational Documents of VDOT, (ii) violate the law of the State, (iii) violate the laws of the United States that are customarily applicable to transactions of the type contemplated, except that no opinion shall be required with respect to Federal securities, banking, insurance, or tax laws, or (iv) conflict with or constitute a breach of or default under any material agreement or other instrument known to such counsel to which VDOT is a party, or to the best of such counsel's knowledge, after reasonable review, any court order, consent decree, statute, rule, regulation or any other law to which VDOT is subject; and (g) to counsel's knowledge after due inquiry, there are no pending actions, suits, proceedings or investigations against VDOT or any other party by or before any court, arbitrator or any other governmental authority in connection with the Agreement, the VDOT Agreements, or the Project.

EXHIBIT B

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS— PRIMARY COVERED TRANSACTIONS

The undersigned, on behalf of the VIRGINIA DEPARTMENT OF TRANSPORTATION, hereby certifies that the VIRGINIA DEPARTMENT OF TRANSPORTATION has fully complied with its verification obligations under 2 CFR § 180.320 and hereby further confirms, in accordance with 2 CFR § 180.335, that the VIRGINIA DEPARTMENT OF TRANSPORTATION and its principals (as defined in 2 CFR § 180.995):

(a) Are not presently excluded (as defined in 2 CFR § 180.940) or disqualified (as defined in 2 CFR § 180.935);

(b) Have not within a three (3) year period preceding the Effective Date been convicted of any of the offenses listed in 2 CFR §180.800(a) or had a civil judgment rendered against them for one of those offenses within that time period;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in 2 CFR §180.800(a); and

(d) Have not within a three (3) year period preceding the Effective Date had one or more public transactions (federal, state or local) terminated for cause or default.

(e) Capitalized terms used in the certificate and not defined shall have the respective meanings ascribed to such terms in that certain Direct Agreement, dated as of [_____], 2025 between the TIFIA Lender, the Virginia Department of Transportation, and the Borrower, as the same may be amended from time to time.

Dated: _____

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: _____
Name:
Title:

EXHIBIT C

CERTIFICATION REGARDING THE PROHIBITION ON THE USE OF APPROPRIATED FUNDS FOR LOBBYING

The undersigned, on behalf of the VIRGINIA DEPARTMENT OF TRANSPORTATION, hereby certifies, to the best of his or her knowledge and belief, that the VIRGINIA DEPARTMENT OF TRANSPORTATION:

(a) No Federal appropriated funds have been paid or will be paid, by or on behalf of VDOT, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the making of the TIFIA Loan.

(b) If any funds other than proceeds of the TIFIA Loan have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the TIFIA Loan, VDOT shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(c) VDOT shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when the TIFIA Lender entered into this Agreement. Submission of this certification is a prerequisite to the effectiveness of this Agreement imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Dated: _____

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: _____
Name:
Title:

EXHIBIT D

FORM OF VDOT'S OFFICER'S CERTIFICATE

Reference is made to that certain Direct Agreement, dated as of [_____], 2025 (the "Direct Agreement"), by and among the Virginia Department of Transportation ("VDOT"), Hampton Roads Transportation Accountability Commission (the "Borrower"), and the United States Department of Transportation, an agency of the United States of America, acting by and through the Executive Director of the Build America Bureau (the "TIFIA Lender"). Capitalized terms used in this certificate and not defined shall have the respective meanings ascribed to such terms in the Direct Agreement.

Pursuant to Section 2.1(c) (*Conditions Precedent*) of the Direct Agreement, the undersigned, [____], as VDOT's Authorized Representative, does hereby certify on behalf of VDOT and not in his/her personal capacity, as of the date hereof:

1. attached hereto as **Exhibit A** is an incumbency certificate that lists all persons, together with their positions and specimen signatures, who are duly authorized by VDOT to execute the Direct Agreement, and who have been appointed VDOT's Authorized Representative in accordance with Section 9.3(a) (*VDOT's Authorized Representative*) of the Direct Agreement;

2. VDOT hereby certifies that it has complied with (A) the disclosure requirements set forth in 2 CFR § 180.355, (B) the verification requirements set forth in 2 CFR §§ 180.300 and 180.320, and (C) its obligations under 2 CFR § 180.330 with respect to the Project Construction Contracts;

3. VDOT hereby certifies that:

    a. all Governmental Approvals necessary to commence construction of the Project have been obtained and all such Governmental Approvals are in full force and effect, and there is no basis for, nor proceeding that is pending or threatened that could reasonably be expected to result in, the revocation of any such Governmental Approval;

    b. with respect to the Project, VDOT has complied with NEPA;

    c. VDOT has complied with all applicable requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4601 *et seq.*) and Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*);

    d. VDOT and each applicable Principal Project Party, as and if applicable, have obtained insurance with respect to the Project, which meets the requirements of

Section 15(e) (Compliance with Principal Project Contracts) of the TIFIA Loan Agreement; and

e. each performance security instrument delivered to or by VDOT pursuant to any Principal Project Contract as of the Effective Date is (A) in compliance with the requirements for such performance security pursuant to the applicable Principal Project Contract, and (B) in full force and effect.

4. Pursuant to Section 2.1(e) (*Conditions Precedent*) of the Direct Agreement, attached hereto as **Exhibit B** is evidence that VDOT is duly created and validly existing under the laws of the Commonwealth;

5. Pursuant to Section 2.1(e) (*Conditions Precedent*) of the Direct Agreement, attached hereto as **Exhibit C** is a certified copy of the resolutions authorizing the execution of the Direct Agreement;

6. Pursuant to Section 2.1(f) (*Conditions Precedent*) of the Direct Agreement attached hereto as **Exhibit D** are copies of certificates of insurance evidencing the property damage and liability insurance policies maintained by VDOT and by each of the Principal Project Parties as of the date of the Direct Agreement; and

7. Pursuant to Section 2.1(g) (*Conditions Precedent*) of the Direct Agreement, VDOT hereby certifies that the representations and warranties of VDOT set forth in the Direct Agreement and in each other VDOT Agreement in effect as of the Effective Date are true and correct on and as of the date hereof, except to the extent that such representations and warranties expressly relate to an earlier date, in which case such representations and warranties were true and correct as of such earlier date.

[Signature Page Follows]

IN WITNESS WHEREOF, the undersigned has executed this certificate as of the date first mentioned above.

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: _____
Name:
Title: Authorized Representative

EXHIBIT A TO EXHIBIT D

INCUMBENCY CERTIFICATE

The undersigned certifies that she is the [___] of the Virginia Department of Transportation, an agency of the Commonwealth of Virginia ("VDOT"), and as such s/he is authorized to execute this certificate and further certifies that the following person has been elected or appointed, is qualified, and is now acting as an officer or authorized person of the Borrower in the capacity indicated below, and that the signature set forth opposite his name is a true and genuine signature. [Sh][H]e further certifies that any of the officer or authorized person listed below is authorized to sign the Direct Agreement as VDOT's Authorized Representative (as defined in that certain Direct Agreement, dated as of the date hereof, among VDOT, the Borrower and the United States Department of Transportation, acting by and through the Executive Director of the Build America Bureau):

Name	Title	Signature
[_____]	[_____]	_____
[_____]	[_____]	_____
[_____]	[_____]	_____

IN WITNESS WHEREOF, the undersigned has executed this certificate as of this _____ day of _____, 2025.

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: _____
Name:
Title:

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 # 11

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 17, 2025

MOTION

Made By: **Seconded By:**

Action:

Title: Virginia Passenger Rail Authority FY26 Capital Budget Amendment

WHEREAS, VPRA staff presented its *Recommended FY26 VPRA Capital Budget* to the CTB on April 15, 2025, and by resolution dated May 21, 2025 the CTB approved the *Recommended FY26 VPRA Capital Budget*; and

WHEREAS, at the time the CTB approved the *Recommended FY26 VPRA Capital Budget*, VPRA staff briefed the CTB on the status of ongoing capital project price negotiations, and also on certain changes to VPRA's siding projects, noting that VPRA staff would recommend changes to the *Recommended FY26 VPRA Capital Budget* once the price negotiation outcomes were final; and

WHEREAS, the price negotiations are now final and on July 15, 2025, VPRA staff presented to the CTB a presentation titled *Major Projects Update & FY25-31 Capital Plan Amendment* noting the need to amend the *Recommended FY26 VPRA Capital Budget*; and

WHEREAS, the CTB now desires to approve an amendment to the *Recommended FY26 VPRA Capital Budget* to support the completed price negotiations and other changes that have been briefed to the CTB.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board hereby approves the document titled *Amended Fiscal Year 2026 Budget* attached hereto as **EXHIBIT A**, which amends the *Recommended FY26 VPRA Capital Budget* that was approved by the CTB on May 21, 2025.

CTB Decision Brief

Virginia Passenger Rail Authority FY26 Capital Budget Amendment

September 17, 2025

Issue: The Commonwealth Transportation Board ("**CTB**") approved the *Recommended Fiscal Year 2026 Budget* on May 21, 2025. Now VPRA recommends an amendment to that budget.

Facts: The recommended budget amendment includes the project budget adjustments required following the conclusion of construction price negotiations for the Long Bridge North and Franconia-Springfield Bypass projects and realignment of VPRA's siding projects.

Recommendations: VPRA recommends the approval of its *Amended Fiscal Year 2026 Budget*.

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to approve the *Amended Fiscal Year 2026 Budget*, as briefed to the CTB on July 15, 2025.

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

EXHIBIT A

[SEE ATTACHED *AMENDED FISCAL YEAR 2026 BUDGET*]

####

AMENDED
FISCAL YEAR 2026 BUDGET



VIRGINIA PASSENGER RAIL AUTHORITY

AMENDED | JUNE 2025

Budget Amendment Executive Summary

The Virginia Passenger Rail Authority (VPRA) amended the approved FY26 Budget to reflect budget modifications in the I-95 Corridor program of projects. Following the conclusion of contract negotiations for the Long Bridge North and Franconia-Springfield Bypass, a budget amendment is required to align financial allocations with updated construction costs. The finalized contracts reflect revised pricing based on market conditions, engineering refinement, and vendor negotiations. Additionally, VPRA will amend the Comprehensive Rail Agreement (CRA) with CSX to revise the phasing and locations of the I-95 Corridor Sidings projects, optimizing the use of available funding for rail network improvements. This realignment resulted in a net budget reduction of $86 million.

Updated FY26 Financial Planning Results

The FY26 Financial Plan update includes $167 million in new funding sources to partially offset a net increase of $576 million in budgeted uses. This increase is primarily attributed to the execution of the Manassas Line Funding Agreement between VPRA and Virginia Railway Express, which provides a $155 million contribution to the Authority. The net increase of uses over sources resulted in a recommendation to decrease the Management Reserve to a balance of $52 million.

Comparison of I-95 Corridor Program Expenditures to Completion (in millions)

Project Description	Amended FY26 Budget	Approved FY26 Budget	Change ($)
Required projects			
Long Bridge - North	$1,646.9	$1,079.8	$567.1
Long Bridge - South	1,013.3	1,013.3	-
Alexandria Fourth Track	210.5	210.5	-
Franconia to Lorton Third Track	275.0	275.0	-
Franconia-Springfield Bypass	532.1	405.0	127.1
Railroad Bridges over Newington Road	61.0	61.0	-
Potomac Creek Third Track (Siding A) Trackwork	157.4	157.4	-
Potomac Creek Third Track (Siding A) Roadwork	24.0	24.0	-
Woodford to Milford Third Track (Siding B)	4.2	70.3	(66.1)
Hanover Third Track (Siding C) Trackwork	4.0	68.8	(64.8)
Hanover Third Track (Siding C) Roadwork	1.1	72.0	(70.9)
Taylorsville Third Track (Siding C)	86.1	1.2	84.9
Neabsco Creek to Woodbridge Third Track (Siding D)	115.8	115.8	-
Aquia Creek Third Track (Siding E)	96.6	96.6	-
Crossroads Third Track (Siding F)	142.9	112.4	30.5
L'Enfant Fourth Track and Station Improvements	53.2	53.2	-
Projects not required for service			
King and Commonwealth Bridges	84.1	84.1	-
Richmond Layover Facility	10.4	10.4	-
Other			
TRV Right of Way Transaction Costs	34.8	34.8	-
Utility Relocation Projects			
Franconia to Lorton Third Track: Fairfax	15.9	15.9	-
Potomac Creek Third Track: South	11.0	11.0	-
Total I-95 Corridor Projects	**$4,580.3**	**$3,972.5**	**$607.8**

I-95 Corridor Capital Projects
(IN MILLIONS)

Project Description	Estimate Level	Expenses Incurred to Date	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Required projects										
Long Bridge - North	4	$49.7	$44.3	$387.3	$304.3	$413.9	$231.0	$185.3	$31.1	**1,646.9**
Long Bridge - South	3	24.4	86.2	162.8	228.8	273.9	117.1	120.1	-	**1,013.3**
Alexandria Fourth Track	5	15.8	41.9	55.5	97.3	-	-	-	-	**210.5**
Franconia to Lorton Third Track	4	12.2	14.8	15.9	56.8	139.0	36.3	-	-	**275.0**
Franconia-Springfield Bypass	4	15.8	23.5	110.7	132.4	194.5	54.5	0.7	-	**532.1**
Railroad Bridges over Newington Road	4	1.8	1.9	2.2	22.3	27.0	5.8	-	-	**61.0**
Potomac Creek Third Track (Siding A) Trackwork	4	5.9	8.3	8.3	24.8	44.3	45.3	20.4	0.1	**157.4**
Potomac Creek Third Track (Siding A) Roadwork	3	-	1.0	1.7	6.0	10.8	4.5	-	-	**24.0**
Woodford to Milford Third Track (Siding B)	4	2.2	1.9	-	-	-	-	0.1	-	**4.2**
Hanover Third Track (Siding C) Trackwork	4	1.7	2.3	-	-	-	-	-	-	**4.0**
Hanover Third Track (Siding C) Roadwork	3	0.5	0.6	-	-	-	-	-	-	**1.1**
Taylorsville Third Track (Siding C)	1	-	0.4	8.0	4.6	24.8	25.2	23.1	-	**86.1**
Neabsco Creek to Woodbridge Third Track (Siding D)	2	0.2	0.4	3.7	5.1	36.1	36.4	33.9	-	**115.8**
Aquia Creek Third Track (Siding E)	2	0.1	0.4	3.5	4.9	29.7	29.4	28.6	-	**96.6**
Crossroads Third Track (Siding F)	2	0.2	0.7	8.4	11.1	40.2	41.7	40.6	-	**142.9**
L'Enfant Fourth Track and Station Improvements	2	0.3	0.1	0.1	0.1	18.1	18.1	16.4	-	**53.2**
Projects not required for service										
King and Commonwealth Bridges	4	2.3	8.6	34.3	33.5	5.4	-	-	-	**84.1**
Richmond Layover Facility	*	2.0	3.0	5.4	-	-	-	-	-	**10.4**
Other										
TRV Right of Way Transaction Costs	7	26.6	8.2	-	-	-	-	-	-	**34.8**
Total I-95 Corridor Rail Projects		**$161.7**	**$248.5**	**$807.8**	**$932.0**	**$1,257.7**	**$645.3**	**$469.2**	**$31.2**	**$4,553.4**
Utility Relocation Projects										
Franconia to Lorton Third Track: Fairfax	1	-	4.2	11.7	-	-	-	-	-	**15.9**
Potomac Creek Third Track: Stafford	1	-	0.4	4.6	6.0	-	-	-	-	**11.0**
Total I-95 Corridor		**$161.7**	**$253.1**	**$824.1**	**$938.0**	**$1,257.7**	**$645.3**	**$469.2**	**$31.2**	**$4,580.3**

Estimate Level **1**: Rough Order of Magnitude **2**: Conceptual Design **3**: 30% Design **4**: 60% Design **5**: Final Design **6**: Construction **7**: Explicit Cost

** Project budget established to advance engineering; it is not indicative of full project costs.*

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 12

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

September 17, 2025

MOTION

Made By: Seconded By:

Action:

Title: Adoption of Virginia Manual on Uniform Traffic Control Devices and Virginia Work Area Protection Manual, Adoption of Regulatory Amendments, and Completion of Periodic Regulatory Review

WHEREAS, pursuant to the resolution titled *Adoption of Manual on Uniform Traffic Control Devices (MUTCD), Virginia Supplement to the MUTCD, and Related Regulatory Consolidation* adopted on December 7, 2011, the Commonwealth Transportation Board (Board) adopted the 2009 national Manual on Uniform Traffic Control Devices (10th edition) as the standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel, as well as the 2011 Virginia Supplement to the 2009 Manual on Uniform Traffic Control Devices, and the 2011 Virginia Work Area Protection Manual, and incorporated those documents into 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways; and

WHEREAS, the Federal Highway Administration (FHWA) adopted the 11th edition of the national Manual on Uniform Traffic Control Devices (national MUTCD) in December 2023, replacing the 10th edition; and

WHEREAS, pursuant to 23 CFR 655.603, the national MUTCD shall be the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a), except that states may adopt a state MUTCD that is in substantial conformance with the national MUTCD, provided that the state adopts its MUTCD within two years of the effective date of the national MUTCD; and

WHEREAS, pursuant to the Virginia Administrative Process Act (APA), particularly in §§ 2.2 4007.1 and 2.2-4017 of the *Code of Virginia*, and Executive Order Number 19, the Board is required to perform a periodic review of each of its regulations at least once every four years, and thus, VDOT posted notice on the Virginia Regulatory Town Hall (Town Hall) on May 13, 2025, informing the public of the Board's intent to conduct such a review of 24VAC30-315; and

WHEREAS, the Virginia Department of Transportation (VDOT) reviewed the national MUTCD and Virginia law; engaged with FHWA, localities, highway contractors, emergency responders, and transportation advocacy groups; and developed a state-specific Virginia Manual on Uniform Traffic Control Devices, which includes an updated Work Area Protection Manual, (Virginia MUTCD), version 11.0; and

WHEREAS, VDOT sought and received confirmation from FHWA that the Virginia MUTCD, version 11.0, is in substantial compliance with the national MUTCD; and

WHEREAS, VDOT has proposed amendments to 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways, to reflect the adoption of the Virginia MUTCD, version 11.0, which shall replace the 2009 Manual on Uniform Traffic Control Devices, 2011 Virginia Supplement to the 2009 Manual on Uniform Traffic Control Devices, and 2011 Virginia Work Area Protection Manual; and

WHEREAS, VDOT has determined that administrative amendments to 24VAC30-325, Urban Maintenance and Construction Policy, which was originally adopted by the CTB, are now needed to remove the references to the outdated national MUTCD and instead reference 24VAC30-315; and

WHEREAS, VDOT has completed an Agency Background Document (Attachment C) to be filed on Town Hall in conjunction with the action to amend these regulations, and has completed the required periodic regulatory review of 24VAC30-315 and proposes that the disposition of the review should be to amend the regulation, as reflected in the Periodic Review Report of Findings document to be filed on Town Hall (Attachment D).

NOW, THEREFORE, BE IT RESOLVED, the Commonwealth Transportation Board hereby adopts the Virginia MUTCD, version 11.0 (Attachment A), and the proposed amendments to 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways, and 24VAC30-325, Urban Maintenance and Construction Policy (Attachment B).

BE IT FURTHER RESOLVED, the Commonwealth Transportation Board requests that the Commissioner of Highways, or his designees, take all necessary actions to effectuate the adoption of these documents and the amendments to 24VAC30-315 and 24VAC30-325 as may

be required under the APA, including posting the associated Agency Background Document (Attachment C) to Town Hall.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board approves and adopts the Periodic Review Report of Findings (Attachment D) for 24VAC30-315 with the proposed disposition to amend the regulation, and directs the Commissioner of Highways, or his designees, to take all actions necessary to complete the periodic review.

BE IT FURTHER RESOLVED, that Board approval of this item replaces and supersedes the December 7, 2011, resolution titled *Adoption of Manual on Uniform Traffic Control Devices (MUTCD), Virginia Supplement to the MUTCD, and Related Regulatory Consolidation*, provided however that nothing herein is intended to invalidate any actions previously taken pursuant to that resolution.

####

Commonwealth Transportation Board (CTB) Decision Brief

Adoption of Virginia Manual on Uniform Traffic Control Devices and Virginia Work Area Protection Manual, Adoption of Regulatory Amendments, and Completion of Periodic Regulatory Review

Issue: The Federal Highway Administration (FHWA) adopted the 11th edition of the national Manual on Uniform Traffic Control Devices (national MUTCD) in December 2023, replacing the 10th edition. Virginia must adopt the national MUTCD or a state-specific MUTCD that is in substantial compliance with the national MUTCD by January 18, 2026, an action that falls under the authority of the Commonwealth Transportation Board.

Facts: Pursuant to the resolution titled *Adoption of Manual on Uniform Traffic Control Devices (MUTCD), Virginia Supplement to the MUTCD, and Related Regulatory Consolidation* adopted on December 7, 2011, the Commonwealth Transportation Board (Board) adopted the 2009 national Manual on Uniform Traffic Control Devices (10th edition) as the standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel, as well as the 2011 Virginia Supplement to the 2009 Manual on Uniform Traffic Control Devices, and the 2011 Virginia Work Area Protection Manual, and incorporated those documents into 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways.

The Federal Highway Administration (FHWA) adopted the 11th edition of the national Manual on Uniform Traffic Control Devices (national MUTCD) in December 2023, replacing the 10th edition. Pursuant to 23 CFR 655.603, the national MUTCD shall be the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a), except that states may adopt a state MUTCD that is in substantial conformance with the national MUTCD, provided that the state adopts its MUTCD within two years of the effective date of the national MUTCD.

VDOT reviewed the national MUTCD and Virginia law; engaged with FHWA, localities, highway contractors, emergency responders, and transportation advocacy groups; and developed a state-specific Virginia Manual on Uniform Traffic Control Devices, which includes an updated Work Area Protection Manual, (Virginia MUTCD), version 11.0 (Attachment A).

VDOT sought and received confirmation from FHWA that the Virginia MUTCD, version 11.0, is in substantial compliance with the national MUTCD. VDOT has also prepared a summary document outlining the changes in the Virginia MUTCD, including the Work Area Protection Manual, from the prior MUTCD adoption in 2011 (Attachment E).

VDOT has proposed amendments (Attachment B) to 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways, to reflect the adoption of the Virginia MUTCD, version 11.0, which shall replace the 2009 Manual on Uniform Traffic Control Devices, 2011 Virginia Supplement to the 2009 Manual on Uniform Traffic Control Devices, and 2011 Virginia Work Area Protection Manual. VDOT has also proposed amendments to 24VAC30-325, Urban Maintenance and Construction Policy, which was originally adopted by and falls under the purview of the CTB, as well as to 24VAC30-155, Traffic Impact Analysis Regulations, and 24VAC30-630, Rules Governing Person with Disability Traffic Signs, which were adopted by and fall under the purview of the Commissioner of Highways. These amendments are needed to remove references to the outdated national MUTCD and instead reference 24VAC30-315. VDOT has prepared an Agency Background Document (Attachment C) to be posted on Town Hall in conjunction with the action to amend these regulations.

Pursuant to the Virginia Administrative Process Act (APA), particularly in §§ 2.2 4007.1 and 2.2-4017 of the Code of Virginia, and Executive Order Number 19, the Commonwealth Transportation Board (Board) is required to perform a periodic review of each of its regulations at least once every four years, and the Virginia Department of Transportation (VDOT) posted notice on the Virginia Regulatory Town Hall (Town Hall) on May 13, 2025, informing the public of the Board's intent to conduct such a review of 24VAC30-315.

To fulfill the requirements of the Virginia Administrative Process Act and Executive Order Number 19, VDOT completed the required periodic regulatory review of 24VAC30-315 and determined that the disposition of the review should be to amend the regulation. VDOT has prepared a Periodic Review Report of Findings (Attachment D) to support this determination.

Recommendations: VDOT recommends adoption of the Virginia MUTCD, version 11.0, adoption of the proposed amendments to 24VAC30-315 and 24VAC30-325 to reflect the adoption of the Virginia MUTCD, and approval and adoption of the Periodic Review Report of Findings for 24VAC30-315 with the proposed disposition to amend the regulation.

Action Required by CTB: The *Code of Virginia* §33.2-210 requires the majority vote of the CTB to adopt regulations governing the use of highways under its jurisdiction. A resolution will be presented for the Commonwealth Transportation Board to (i) adopt the Virginia MUTCD, version 11.0, and the proposed amendments to 24VAC30-315, Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways, and 24VAC30-325, Urban Maintenance and Construction Policy, (ii) authorize the Commissioner of Highways or his designees to take all actions necessary to effectuate the adoption of the documents and regulatory amendments, and (iii) approve and adopt the Periodic Review Report of Findings for 24VAC30-315 with the proposed disposition to amend the regulation and direct the Commissioner or his designees to complete the periodic review.

Result, if Approved: VDOT staff will take all necessary actions to effectuate the adoption of these documents and the amendments to 24VAC30-315 and 24VAC30-325 as may be required under the Administrative Process Act. VDOT staff will also complete the periodic regulatory review of 24VAC30-315.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: Public comment was solicited by VDOT during the process to develop the Virginia MUTCD. The national MUTCD was posted for public comment on Town Hall in January 2025. Separately, VDOT engaged key internal and external stakeholders, such as consulting engineers, contractors, localities, vendors, emergency responders and interest groups. There were over 450 total attendees between two informational webinars, and more than 2,200 comments were received on the draft Virginia MUTCD content. Comments included feedback on federal and VDOT requirements, suggestions on additional requirements based on practitioner experiences, general questioning, and support of new traffic control device tools. These comments were considered and addressed if appropriate in the final Virginia MUTCD, version 11.0.

Public comment will be received for 30 days upon publication of the action to amend the regulations in the *Virginia Register of Regulations*. Public comment was solicited for 21 days upon publication of the Notice of Periodic Review for 24VAC30-315 in the *Virginia Register of Regulations*, and no public comments were received.

2026 Virginia MUTCD & WAPM

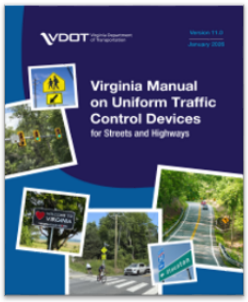
Attachment A – Links to Manuals

Link to the Virginia Manual on Uniform Traffic Control Devices (Virginia MUTCD) version 11.0:

https://www.vdot.virginia.gov/media/vdotvirginiagov/doing-business/technical-guidance-and-support/technical-guidance-documents/traffic-operations/VirginiaMUTCD_acc09022025_RM.pdf

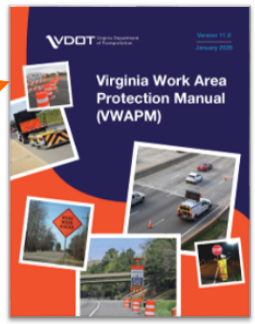
Link to Part 6 of the Virginia MUTCD - Virginia Work Area Protection Manual (VWAPM) version 11.0:

https://www.vdot.virginia.gov/media/vdotvirginiagov/doing-business/technical-guidance-and-support/traffic-operations/work-zones/VWAPM_Final-plusappendices_09102025_RM.pdf



Virginia MUTCD

- Part 1 – General
- Part 2 – Signs
- Part 3 – Markings
- Part 4 – Signs
- Part 5 – Automated Vehicles
- Part 6 – Temporary Traffic Control
- Part 7 – Schools
- Part 8 – Railroad Crossings
- Part 9 – Bicycles



Virginia Work Area Protection Manual (VWAPM)

The Virginia Work Area Protection Manual (VWAPM) serves as Part 6 of the Virginia MUTCD, but is physically published separately for ease of use

Project 8339 - Exempt Final

Department of Transportation

Review of Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways

24VAC30-155-60. VDOT traffic impact statement.

A. A VDOT traffic impact statement (VTIS) assesses the impact of a proposed development on the transportation system and recommends improvements to lessen or negate those impacts. It shall (i) identify any traffic issues associated with access from the site to the existing transportation network, (ii) outline solutions to potential problems, (iii) address the sufficiency of the future transportation network, and (iv) present improvements to be incorporated into the proposed development.

If a VTIS is required, data collection shall be by the locality, developer, or owner, as determined by the locality and the locality shall prepare or have the developer or owner prepare the VTIS. If the locality prepares the VTIS it shall provide a copy of the complete VTIS to the applicant when one is provided to VDOT. The completed VTIS shall be submitted to VDOT.

The data and analysis contained in the VTIS shall be organized and presented in a manner acceptable to VDOT and consistent with this regulation.

B. Scope of work meeting.

1. For proposals that generate less than 1,000 vehicle trips per peak hour of the generator representatives of the locality, the applicant, or the locality and the applicant may request a scope of work meeting with VDOT to discuss the required elements of a VTIS for any project and VDOT shall reply to such request within 30 days of its receipt of such a request and provide a date that is no more than 60 days from such receipt, time and location for such a scope of work meeting to both the locality and the applicant, if applicable.

2. For proposals that generate 1,000 or more vehicle trips per peak hour of the generator representatives of the locality and applicant, if applicable, shall hold a scope of work meeting with VDOT to discuss the required elements of a VTIS. Once a locality or applicant has contacted VDOT regarding the scheduling of a scope of work meeting, VDOT shall reply to both the locality and the applicant, if applicable, within 30 days of such contact and provide a date that is no more than 60

days from such contact, time and location for such a meeting.

At a scope of work meeting pursuant to this section, the locality, the applicant and VDOT shall review the elements, methodology and assumptions to be used in the preparation of the VTIS, and identify any other related local requirements adopted pursuant to law. The results of the initial scoping meeting may be adjusted in accordance with sound professional judgment and the requirements of this regulation if agreed upon by VDOT, the locality, and applicant, if applicable.

C. Required elements. The required elements and scope of a VTIS are dependent upon the scale and potential impact of the specific development proposal being addressed by the VTIS as determined by VDOT in its sole discretion.

1. At a minimum, the VTIS shall include the elements shown in the table below. The site generated peak hour trips in the table below shall be based upon the gross vehicle trip generation of the site less internal capture and mode split reductions, if applicable. When the type of development proposed would indicate significant potential for walking, bike or transit trips either on-site or off-site, the VTIS shall estimate multimodal trips. All distances in the table below shall be measured along roads or streets.

Item	Less than 500	500 to 999	1,000 or more
Background information			
List of all nonexistent transportation improvements assumed in the analysis	Required	Required	Required
Map of site location, description of the parcel, general terrain features, and location within the jurisdiction and region.	Required	Required	Required
Description of geographic scope/ limits of study area.	Within 2,000 feet of site and any roadway on which 50 or more of the new peak hour vehicle trips generated by the proposal are distributed – not to exceed one mile	Within 2,000 feet of site and any roadway on which 10% or more of the new vehicle trips generated by the proposal are distributed – not to exceed two miles	To be determined by VDOT in consultation with the locality
Plan at an engineering scale of the existing and	Required	Required	Required

proposed site uses.				
Description and map or diagram of nearby uses, including parcel zoning.	Required	Required	Required	
Description and map or diagram of existing roadways.	Required	Required	Required	
Description and map or diagram of programmed improvements to roadways, intersections, and other transportation facilities within the study area.	Required	Required	Required	
Analysis of Existing Conditions				
Collected daily and peak hour of the generator traffic volumes, tabulated and presented on diagrams with counts provided in an appendix.	Required	Required	Required	
Analyses for intersections and roadways identified by VDOT. Delay and Level of Service (LOS) are tabulated and LOS is presented on diagrams for each lane group.	Required	Required	Required	
When the type of development proposed would indicate significant potential for walking, bike or transit trips either on - or off - site, analyses of pedestrian and bicycle facilities, and bus route or routes and segment or segments, tabulated and presented on diagrams, if facilities or routes exist	Within 2,000 feet of site	Within 2,000 feet of site	To be determined by VDOT in consultation with the locality	
Speed Study	If requested by VDOT	If requested by VDOT	If requested by VDOT	
Crash history near site	If requested by VDOT	If requested by VDOT	If requested by VDOT	

Sight distance	If requested by VDOT	If requested by VDOT	If requested by VDOT	
Analysis of Future Conditions without Development				
Description of and justification for the method and assumptions used to forecast future traffic volumes.	Required	Required	Required	
Analyses for intersections and roadways as identified by VDOT. Delay and Level of Service (LOS) are tabulated and LOS is presented on diagrams for each lane group.	Required	Required	Required	
When the type of development proposed would indicate significant potential for walking, bike or transit trips either on - or off - site, analyses of pedestrian and bicycle facilities, and bus route or routes and segment or segments tabulated and presented on diagrams, if facilities or routes exist or are planned.	Within 2,000 feet of site	Within 2,000 feet of site	To be determined by VDOT in consultation with the locality at the scope of work meeting	
Trip Generation				
Site trip generation, with tabulated data, broken out by analysis year for multi-phase developments, and including justification for deviations from ITE rates, if appropriate.	Required	Required	Required	
Description and justification of internal capture reductions for mixed use	Required	Required	Required	

developments and pass-by trip reductions, if appropriate, including table of calculations used.			
Site Traffic Distribution and Assignment			
Description of methodology used to distribute trips, with supporting data.	Required	Required	Required
Description of the direction of approach for site generated traffic and diagrams showing the traffic assignment to the road network serving the site for the appropriate time periods.	Required	Required	Required
Analysis of Future Conditions With Development			
Forecast daily and peak hour of the generator traffic volumes on the highway network in the study area, site entrances and internal roadways, tabulated and presented on diagrams.	Future background + site generated traffic, at each expected phase and at build - out or six years after start, whichever is later	Future background + site generated traffic, at each expected phase, at build - out, and six years after build - out, which may be extended or reduced by VDOT in consultation with the locality	At a minimum the future background + site generated traffic, at each expected phase, at build - out, and six years after build - out; may be extended by VDOT in consultation with the locality
Analyses for intersections and roadways identified by VDOT. Delay and Level of Service (LOS) are tabulated and LOS presented on diagrams for each lane group.	Required	Required	Required
When the type of development proposed would indicate significant potential for walking, bike or transit trips either on - or off - site, analyses of	Within 2,000 feet of site	Within 2,000 feet of site	To be determined by VDOT in consultation with the locality

pedestrian and bicycle facilities, and bus route or routes and segment or segments tabulated and presented on diagrams, if facilities or routes exist or are planned.			
Recommended Improvements			
Description and diagram of the location, nature, and extent of proposed improvements, with preliminary cost estimates as available from VDOT.	Required	Required	Required
Description of methodology used to calculate the effects of travel demand management (TDM) measures, if proposed, with supporting data.	Required if TDM proposed	Required if TDM proposed	Required if TDM proposed
Analyses for all proposed and modified intersections in the study area under the forecast and site traffic. Delay, and Level of Service (LOS) are tabulated and LOS presented on diagrams for each lane group. For intersections expected to be signalized, MUTCD Signal Warrant analysis or ITE Manual for Traffic Signal Design, as determined by VDOT, presented in tabular form.	Required	Required	Required
When the type of development proposed would indicate significant potential for walking, bike or transit trips either on - or off -	Within 2,000 feet of site	Within 2,000 feet of site	To be determined by VDOT in consultation with the locality

site, analyses of pedestrian and bicycle facilities, and bus route or routes and segment or segments tabulated and presented on diagrams, if facilities or routes exist or are planned.				
Conclusions				
Clear, concise description of the study findings.	Required	Required	Required	

Notwithstanding the geographic scope noted above, the geographic scope of the study noted above may be reduced or enlarged based upon layout of the local transportation network, the geographical size of the development, and the traffic volume on the existing network, as determined by VDOT in consultation with the locality and the applicant, if applicable. Typically, analysis will be conducted for any roadway on which the additional trips generated by the proposal have a materially detrimental impact on traffic conditions. The analysis presented in the VTIS need not include all roadway and roadway segments located within the geographic scope of the study as determined by VDOT.

2. A VTIS for a development proposal that only meets the low volume road submission criterion (24VAC30-155-40 A 3) shall, at a minimum, consist of the following elements, unless otherwise directed by VDOT.

a. All elements contained in the Background Information portion of the above table, except the geographic scope/limits of study area is limited to the highway fronting the proposed development and the closest intersection, in each direction if applicable, of that highway with a highway that has an average daily traffic volume higher than the fronting highway.

b. A roadway safety inventory study of the roadway segment or segments between the site entrance to the nearest intersections with the higher traffic volume highways, to include such elements as, but not limited to, speed limit, existing warning signs, pavement and shoulder type, pavement and shoulder width, intersection sight distances, and safe horizontal curve speeds.

c. Daily and peak hour traffic volumes presented on diagrams, with counts provided in an appendix, for the fronting highway at the site, at the highway's intersections with the higher volume highway, and for the higher volume highways at their intersection with the fronting

highway.

d. All relevant elements contained in the Trip Generation portion of the above table.

e. Projected daily and peak hour of the generator traffic volumes assuming build-out of the proposal, presented on diagrams for the receiving highway at the site, at the highway's intersection with the higher volume highways, and for the higher volume highways at their intersections with the receiving highway.

f. Delay and level of service analysis for the intersections of the receiving highway with the higher volume highways.

g. A comparison of the existing geometrics of the fronting highway under proposed build-out traffic conditions with the geometric standards, based upon functional classification and volume, contained in the Road Design Manual, 2011 (VDOT).

3. A VTIS for a rezoning proposal may be prepared in accordance with the "Less than 500 Site Generated Peak Hour Trips" category in the table in this section, regardless of actual projected trip generation, provided that:

a. The rezoning proposal is in conformance with a locality's adopted comprehensive plan that was reviewed in accordance with 24VAC30-155-30; and

b. The review of the comprehensive plan included the submission to VDOT of a technical evaluation of the traffic impacts for anticipated development based on the future land use policies and map.

D. Methodology and standard assumptions. A VTIS shall be prepared based upon methodology and assumptions noted below or as may be agreed upon by VDOT based upon the results of a scope of work meeting held by VDOT pursuant to this section.

1. Data collection. Preparers shall collect traffic data in accordance with the identified study area. The count data shall include at a minimum, weekday 24-hour counts, and directional turning movement counts during AM and PM peak times of the day. The 24-hour counts shall include vehicle classification counts. With approval of VDOT, data collected by the transportation professional preparer within the last 24 months may be used, likewise for data from the VDOT count program.

The preparer shall monitor traffic operations during data collection to ensure extraneous events such as vehicle crashes or special event traffic do not affect integrity of count data. Preparers collecting data for utilization in traffic impact studies shall normally avoid data collection during the following instances:

a. Holidays or times of the year when the traffic patterns are deemed to be unrepresentative of typical conditions, unless required by VDOT or the locality, or both.

b. Summer months if school or schools in proximity.

c. Fridays and weekends unless required by VDOT or the locality, or both.

d. Other times of the year contingent upon existing adjacent land use activities.

e. During times of inclement weather.

2. Trip generation. Estimates of trip generation by a proposed development shall be prepared using the Institute of Transportation Engineers Trip Generation, 8th Edition, 2008, unless VDOT agrees to allow the use of alternate trip generation rates based upon alternate published guides or local trip generation studies. VDOT shall at all times after July 1, 2011, have at least one non-ITE trip generation methodology or alternative rate approved for the use in preparation of small area plan traffic impact statements pursuant to 24VAC30-155-30 C that recognizes the benefits of reduced vehicle trip generation and vehicle miles traveled from developments that meet the criteria for a small area plan pursuant to this regulation. Such alternate methodology or rate can be modified based upon local factors if agreed to at a scoping meeting. Rezoning proposals shall assume the highest vehicle trip generating use allowable under the proposed zoning classification. In determining which trip generation process (equation or rate) may be used, the preparer shall follow the guidance presented in the Trip Generation Handbook, Second Edition – an ITE Recommended Practice, 2004, which is summarized here, except rates may be utilized if the criteria for the use of regression equations are not met. Regression equations to calculate trips as a result of development shall be utilized, provided the following is true:

a. Independent variable falls within range of data; and

b. Either the data plot has at least 20 points; or

c. R^2 is greater than 0.75, equation falls within data cluster in plot and standard deviation greater than 110% of weighted average rate.

If the above criteria are not met, then the preparer can use average trip rates, though if the following do not apply a rate based upon the study of similar local sites should be considered:

d. At least three data points exist;

e. Standard deviation less than 110% of weighted average rate; and

f. Weighted average rate falls within data cluster in plot.

3. Internal capture and pass-by trips.

a. Internal capture rates consider site trips "captured" within a mixed use development, recognizing that trips from one land use can access another land use within a development without having to access the adjacent street system. Mixed use developments include a combination of residential and nonresidential uses or a combination of nonresidential uses only. Internal capture allows reduction of site trips from adjacent intersections and roadways. For traffic impact statements prepared for small area plans pursuant to 24VAC30-155-30 C the internal capture rate or rates may be based on the non-ITE trip generation methodology approved by VDOT. For ITE-based methodologies, unless otherwise approved by VDOT, the following internal capture rates should be used if appropriate:

(1) Residential with a mix of nonresidential components - use the smaller of 15% of residential or 15% nonresidential trips generated.

(2) Residential with office use - use the smaller of 5.0% of residential or 5.0% of office trips generated.

(3) Residential with retail use - for AM peak hour, use the smaller of 5.0% residential or 5.0% retail trips generated; for PM peak hour, use the smaller of 10% residential or 10% retail trips generated; for 24-hour traffic, use the smaller of 15% residential or 15% retail trips generated.

(4) Hotel/motel with office use - use 15% of hotel/motel trips, unless the overall volume of the office traffic is more than the overall volume of hotel/motel traffic use in which case use the smaller of 10% of the hotel/motel traffic or the office traffic.

(5) Multiuse development with more than five million square feet of office and retail - internal capture rate should be determined in consultation with and approval of VDOT.

(6) Office with retail use – use the smaller of 5.0% office or retail trips generated.

(7) Some combination of the above, if approved by VDOT.

b. Pass-by trip reductions consider site trips drawn from the existing traffic stream on an adjacent street, recognizing that trips drawn to a site would otherwise already traverse the adjacent street regardless of existence of the site. Pass-by trip reductions allow a percentage reduction in the forecast of trips otherwise added to the adjacent street from the proposed development. The reduction applies only to volumes on adjacent streets, not to ingress or egress volumes at entrances serving the proposed site. Unless otherwise approved by VDOT, the pass-by rates utilized shall be those reported in Trip Generation Handbook, Second Edition – an ITE Recommended Practice, 2004. For traffic impact statements prepared for small area plans pursuant to 24VAC30-155-30 C, the pass-by trip reductions may be based on the non-ITE trip generation methodology approved by VDOT.

4. Trip distribution. In the absence of more detailed information, trip distribution shall be in accordance with logical regional travel patterns as suggested by existing highway directional split and intersection movements or population and destination site distribution and shall recognize the effects of increased street connectivity if such streets meet the requirements of the Secondary Street Acceptance Requirements (24VAC30-92). If more detailed information is available from trip origin/destination studies, marketing studies, or regional planning models, this may be used to distribute trips upon approval of VDOT.

5. Planning horizon. In general, the analysis years shall be related to (i) the opening date of the proposed development, (ii) build-out of major phases of a multiyear development, (iii) long-range transportation plans, and (iv) other significant transportation network changes. The preparer should establish the planning horizon in consultation with and subject to the acceptance of VDOT.

6. Background traffic growth. Unless directed by VDOT, geometric growth (or compound growth), based upon historical growth rates, shall generally be used for determining future background traffic levels where extensive traffic-count history is available and capacity constraint is not appropriate. This growth rate replicates "natural growth" and is typical for projecting urban growth. Natural growth of traffic can be adjusted consistent with traffic forecasts associated with previously submitted local land development projects within the study area.

7. Future conditions. For the purpose of the VTIS, future conditions shall include background traffic and additional vehicle trips anticipated to be generated by approved but not yet constructed or

improved projects.

8. Level of service calculation. Level of service (LOS) analysis for highways shall utilize the techniques described in the Highway Capacity Manual, 2010 (TRB). Neither the intersection capacity utilization method nor the percentile delay method may be used in the traffic impact calculations of delay and level of service. Preparers shall consult with VDOT on which traffic analysis software package is to be used to conduct the LOS calculations. The results shall be tabulated and displayed graphically, with levels of service provided for each lane group for each peak period. All data used in the calculations must be provided along with the results of the capacity analysis. Any assumptions made that deviate from the programmed defaults must be documented and an explanation provided as to why there was a deviation. Electronic files used for the analysis shall be provided to VDOT as a digital submission (e.g..hcs,.sy6,.inp,.trf files), along with the printed report. If intersections analyzed are in close proximity to each other so that queuing may be a factor, VDOT may require the inclusion of an analysis with a micro simulation model. Unless actual on-ground conditions dictate otherwise, preparers should use the following defaults when utilizing the Highway Capacity Software (HCS) or other approved programs when evaluating roadway components:

a. Terrain – choose the appropriate terrain type. Most of the state will be level or rolling, but some areas may qualify for consideration as mountainous.

b. Twelve-foot wide lanes.

c. No parking or bus activity unless field conditions include such parking or bus activity or unless the locality has provided VDOT with a written statement of intent for the services to be provided.

d. Peak hour factor by approach – calculate from collected traffic counts (requires at least a peak hour count in 15-minute increments). However, the use of peak hour factors lower than 0.85 shall only be allowed if based upon the average of more than three peak hour counts. For future conditions analysis, unless specific site conditions can be expected to create extreme peak hour factors, default peak hour factors between 0.92 and 1.00 should be used.

e. Heavy vehicle factor – calculate from collected traffic (classification) counts or obtain from VDOT count publications. For future conditions analysis with development traffic, the existing heavy vehicle factor should be adjusted based upon the nature of the traffic being generated by

the development.

f. Area type – noncenter of business district.

The VTIS shall identify any existing or proposed bicycle and pedestrian accommodation that would be affected by the proposal. For the purposes of this subsection, a bicycle accommodation is defined as on-street bike lanes, paved shoulders of roadways that are not part of the designated traveled way for vehicles, or exclusive and shared off-street bicycle paths.

For the purposes of this subsection, a pedestrian accommodation is defined as sidewalks, intersection treatments and exclusive or shared off-street trails or paths. If significant potential for bicycle or pedestrian trips exists, the VTIS shall include current and future service level analyses at build-out for existing or proposed bicycle and pedestrian accommodations. When the proposal requires or includes improvements or modifications to the roadway, bicycle or pedestrian accommodations, the VTIS shall analyze the impacts of such improvements and modifications on bicycle and pedestrian accommodations and service levels, and provide recommendations for mitigation of adverse impacts.

The VTIS shall provide analysis for all bus service with routes that have, or will have a station or stop within 2,000 feet of the proposal. The VTIS shall evaluate and discuss potential for increased demand for bus use due to the proposal, addressing whether such increases will result in longer dwell time at stops or increase the need for buses on a route. The quality of service analysis for bus service shall be determined in accordance with the Transit Capacity and Quality of Service Manual, 2nd Edition, 2003 (TRB). The VTIS shall provide both route and segment quality of service. The VTIS may consider the benefits of dedicated bus lanes for more frequent and rapid service. The VTIS shall provide recommendations for mitigation of adverse impacts where adverse impacts are expected to the quality of service to bus service. If an analysis of pedestrian quality or level of service is required for calculation of the bus quality of service, the preparer shall use a methodology approved by VDOT.

9. Trip reduction, and pedestrian and bicycle accommodations. When a proposal meets the criteria listed below, the preparer of the VTIS may reduce the number of vehicle trips generated by the proposal in the VTIS analysis in accordance with this subsection. Notwithstanding the percentages below, the total number of reductions used by a preparer in accordance with this subsection shall not exceed 500 vehicle trips per peak hour of the generator unless otherwise approved by VDOT.

The trip reductions for traffic impact statements prepared for small area plans pursuant to 24VAC30-155-30 C may be based on the non-ITE trip generation methodology approved by VDOT and are not subject to limitations or requirements of this subdivision.

a. Pedestrian accommodations. For the purposes of this subsection, a pedestrian accommodation is defined as a sidewalk, pedestrian path, or multiuse trail. Where a pedestrian service level of A exists, vehicle trips per peak hour of the generator may be reduced by 4.0% for those portions of the development within a 2,000-foot radius of the connections between the proposed development and the adjoining network. Where a pedestrian service level of B exists, vehicle trips per peak hour of the generator may be reduced by 3.0%; where a pedestrian service level of C exists, vehicle trips per peak hour of the generator may be reduced by 1.5% for the portion of the development noted above. These reductions may only be taken if:

(1) Pedestrian facility coverage in a 2,000-foot radius of the connections to the proposed development is on or along at least 80% of the road network;

(2) The pedestrian facilities inside and outside the development provide reasonably direct access to traffic generators; and

(3) There are at least two of the 10 major land use classifications, as defined in ITE Trip Generation, 8th Edition, 2008, within the 2,000-foot radius.

b. Bicycle accommodations. For the purposes of this subsection, a bicycle accommodation is defined as a street with a design speed of 25 MPH or less that carries 400 vehicles per day or less, on-street bike lanes, a pedestrian accommodation, paved shoulders of roadways that are not part of the designated traveled way for vehicles and are at least two feet wide, or exclusive and shared off-street bicycle paths. Where a bicycle service level of A exists, vehicle trips per day may be reduced by 3.0%. Where a bicycle service level of B exists, vehicle trips per day may be reduced by 2.0%. Where a bicycle service level of C exists, vehicle trips per day may be reduced by 1.0%. These reductions may only be taken if:

(1) Bicycle accommodations within a 2,000-foot radius of the connections to the proposed development exist on or along at least 80% of the road network;

(2) The bicycle accommodations inside and outside the development provide reasonably direct access to traffic generators; and

(3) There are at least two of the 10 major land use classifications as defined in ITE Trip Generation, 8th Edition, 2008, within the 2,000-foot radius.

10. Modal split and trip reduction. All vehicle trip reductions used in the VTIS pursuant to this subsection are subject to the approval of VDOT.

a. If a proposal is located within 1/2 mile along roadways, pedestrian or bicycle accommodations of a transit station, excluding bus stops and stations, reasonable vehicle trip reductions of vehicle trips generated by the proposal may be made with approval of VDOT. The preparer shall submit documentation to justify any such vehicle trip reductions used with the VTIS. When a proposal is located more than 1/2 mile but less than two miles from a transit stop, excluding bus stops and stations, with bicycle parking accommodations additional bicycle modal split reductions may be utilized. The analysis of capacity of the parking accommodations shall be included in the VTIS when such trip reductions are used.

b. If a proposal is located within 1/4 mile along roadways, pedestrian or bicycle accommodations of a bus stop or station where the segment and route service levels are C or higher, reasonable vehicle trip reductions of vehicle trips generated by the proposal may be made with the approval of VDOT. The preparer shall submit documentation to justify any such vehicle trip reductions used with the VTIS.

c. Transit and bus modal split data from similar developments within the geographic scope of the VTIS or one mile of the proposal, whichever is greater, shall be collected if the VTIS vehicle trip reductions are used pursuant to this subsection and similar developments exist within the geographic scope of the VTIS or one mile of the proposal, whichever is greater.

11. Signal warrant analysis. Traffic signal warrant analysis shall be performed in accordance with the procedures set out in the ~~Manual on Uniform Traffic Control Devices, 2003, revised 2007~~ Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways (24VAC30-315) , or ITE Manual of Traffic Signal Design, 1998, as determined by VDOT.

12. Recommended improvements. Recommendations made in the VTIS for improvements to transportation facilities shall be in accordance with the geometric standards contained within the Road Design Manual , 2011 (VDOT).

Requests for information pertaining to the availability and cost of any of these publications should be directed to the address indicated for the specific document. Requests for documents available from VDOT may be obtained from VDOT's division and representative indicated; however, VDOT documents may be available over the Internet at www.vdot.virginia.gov.

Highway Capacity Manual, 2010, Transportation Research Board, 500 Fifth Street NW, Washington, DC 20001.

ITE Manual of Traffic Signal Design (1998), Institute of Transportation Engineers, 1627 Eye Street, NW, Suite 600, Washington, DC 20006.

~~Manual on Uniform Traffic Control Devices for Streets and Highways, effective 2003, revised 2007, Federal Highway Administration, Superintendent of Documents, U.S. Government Printing Office, P.O. Box 371954, Pittsburgh, Pennsylvania 15250.~~

Road Design Manual, 2011, VDOT, 1401 E. Broad Street, Richmond, Virginia 23219.

Transit Capacity and Quality of Service Manual, 2nd Edition, 2003; Transportation Research Board of the National Academies, Keck Center of the National Academies, Transportation Research Board, 500 Fifth Street, NW, Washington, DC 20001.

Trip Generation, 8th Ed., 2008, Institute of Transportation Engineers, 1627 Eye Street, NW, Suite 600, Washington, DC 20006.

Trip Generation Handbook, Second Edition – an ITE Recommended Practice, 2004, Institute of Transportation Engineers, 1627 Eye Street, NW, Suite 600, Washington, DC 20006.

24VAC30-315-10. General provisions.

A. ~~The Manual on Uniform Traffic Control Devices for Streets and Highways, 2009 Edition (2009 MUTCD), is incorporated by reference in the Code of Federal Regulations (23 CFR Part 655 Subpart F), and is accessible from http://mutcd.fhwa.dot.gov/.~~ 23 CFR 655.603 (December 19, 2023) adopts the National Manual on Uniform Traffic Control Devices for Streets and Highways (National MUTCD) as the national standard for any street, highway, or bicycle trail open to public travel in accordance with the United States Code (23 USC §§ 109 (d) and 402 (a)) and the National MUTCD shall apply to all such locations in Virginia except those specified in subsection B .

B. ~~The 2009 MUTCD dated December 2009 shall be the standard for all highways under the jurisdiction~~

~~of the Virginia Department of Transportation, with the following exceptions: (i) the Virginia Supplement to the 2009 MUTCD (2011 Edition) contains standards and guidance that exceed minimum federal requirements concerning traffic control devices and presents additional pertinent traffic control parameters not addressed by the 2009 MUTCD and (ii) the Virginia Department of Transportation uses the Virginia Work Area Protection Manual (WAPM) (2011 Edition), which is a part of the Virginia Supplement to the 2009 MUTCD (2011 Edition), instead of the 2009 MUTCD Part 6, Temporary Traffic Control.~~ The Virginia Manual on Uniform Traffic Control Devices for Streets and Highways, which includes the Virginia Work Area Protection Manual, (Virginia MUTCD), version 11.0 (2025), shall be the standard for all traffic control devices on streets, highways and bicycle facilities under the jurisdiction of the Virginia Department of Transportation. All signs, signals, pavement markings, and other traffic control devices under the jurisdiction of the Virginia Department of Transportation or on streets, highways and bicycle facilities under the jurisdiction of the Virginia Department of Transportation shall conform accordingly.

C. ~~Where (i) state standards exceed the minimum federal requirements; (ii) the 2009 MUTCD does not cover some design, installation, and operation details; or (iii) additional guidance on traffic control devices is needed, the Commissioner of Highways or a designee is authorized to establish and distribute appropriate documentation including, but not limited to, standards, specifications, and instructional memoranda. The Virginia Supplement to the 2009 MUTCD (2011 Edition) and the WAPM (2011 Edition) shall be applicable for all highways under the jurisdiction of the Virginia Department of Transportation. If there is a conflict between the 2009 MUTCD and the Virginia Supplement to the 2009 MUTCD (2011 Edition), the Virginia Supplement shall govern.~~

~~D. The Commissioner of Highways or a designee is authorized to make revisions to the Virginia Supplement to the MUTCD (2011 Edition) or the WAPM (2011 Edition), or both, to reflect changes to the Code of Virginia or to the 2009 MUTCD as incorporated into the Code of Federal Regulations and to be consistent with the Code of Virginia where discretion is allowed.~~

~~E. In addition to the authority referenced in subsection C of this section, the~~ The Commissioner of Highways is authorized to act for and on behalf of the Commonwealth Transportation Board in matters relating to classifying, designating, ~~regulating,~~ and marking state highways and the installation of signals, signs, and markings to regulate, control, and manage traffic movement.

Documents Incorporated by Reference (24VAC30-315)

Manual on Uniform Traffic Control Devices for Streets and Highways, ~~2009~~ 2023 edition, December

~~2009~~ 2023, U.S. Department of Transportation, Federal Highway Administration, 1200 New Jersey Avenue, S.E., Washington, DC 20590~~, telephone (202) 366-1993~~. The text is also available from the Federal Highway Administration's website at http://mutcd.fhwa.dot.gov ~~and by individual parts and chapters below:~~

~~Cover, Table of Contents, and Introduction~~

~~Part 1 - General~~

~~Part 2 - Signs~~

~~Chapter 2A - General~~

~~Chapter 2B - Regulatory Signs, Barricades, and Gates~~

~~Chapter 2C - Warning Signs and Object Markers~~

~~Chapter 2D - Guide Signs - Conventional Roads~~

~~Chapter 2E - Guide Signs - Freeways and Expressways~~

~~Chapter 2F - Toll Road Signs~~

~~Chapters 2G-2H - Preferential and Managed Lane Signs and General Information Signs~~

~~Chapters 2I-2N - General Service Signs, Specific Service Signs, Tourist-Oriented Directional Signs, Changeable Message Signs, Recreational and Cultural Interest Area Signs, and Emergency Management Signing~~

~~Part 3 - Markings~~

~~Part 4 - Highway Traffic Signals~~

~~Part 5 - Traffic Control Devices for Low-Volume Roads~~

~~Part 7 - Traffic Controls for School Areas~~

~~Part 8 - Traffic Control for Railroad and Light Rail Transit Grade Crossings~~

~~Part 9 - Traffic Control for Bicycle Facilities~~

~~Appendices A1 and A2 - Congressional Legislation and Metric Conversions~~

~~Virginia Supplement to the 2009 MUTCD, 2011 Edition, Virginia Department of Transportation, 1401 E. Broad Street, Richmond, Virginia 23219:~~

~~Cover and Introduction~~

~~1. General~~

~~2. Signs~~

~~3. Markings~~

~~4. Signals~~

~~7. Schools~~

~~8. Railroads~~

~~9. Bicycles~~

~~Appendix A~~

~~Virginia Work Area Protection Manual (WAPM), 2011 Edition, Virginia Department of Transportation, 1401 E. Broad Street, Richmond, Virginia 23219 (https://www.vdot.virginia.gov/doing-business/technical-guidance-and-support/technical-guidance-documents/work-area-protection-manual-and-pocket-guide/).~~

~~Virginia Standard Highway Signs, 2011 Edition, Virginia Department of Transportation, 1401 E. Broad Street, Richmond, Virginia 23219 (https://www.vdot.virginia.gov/doing-business/technical-guidance-and-support/technical-guidance-documents/virginia-standard-highway-signs/).~~

24VAC30-325-10. Eligibility criteria and conditions governing receipt and use of urban maintenance funds.

A. In addition to the eligibility requirements identified in § 33.2-319 of the Code of Virginia, the road and street eligibility criteria for urban maintenance payments shall also include the following:

1. The basic right-of-way width for cul-de-sacs eligible for payment will be 40 feet, with consideration of requests for pavement widths less than 30 feet. For the purpose of making this assessment, a cul-de-sac will be defined as a dead-end street, open only at one end.

2. If a municipality has jurisdiction over and operates a toll facility, such facility is eligible for street payments.

3. Local one-way streets, loop roads, and school bus entrances will be eligible for payment provided that they are constructed to a width of 16 feet with a right-of-way width of not less than 40 feet. This includes service and frontage roads where contiguous to an interstate, primary, or urban system route.

4. VDOT can consider a waiver of standards on a site-specific basis with appropriate supporting information. Each case will be considered on its own merits.

B. In determining lane mileage eligibility, the following conditions will apply:

1. Turning lanes and ramps will not be considered for street payments. This includes center turn lanes unless they serve as moving through lanes during peak hours.

2. Parking must be restricted and enforced by towing during peak traffic periods.

3. Each road or street with more than two moving lanes must have pavement markings in accordance with the ~~Manual on Uniform Traffic Control Devices for Streets and Highways, 2003 Edition, including Revision 1 dated November 2004, published by the U.S. Department of Transportation, Federal Highway Administration~~ Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways (24VAC30-315) .

4. Pavement widths of less than 14 feet qualify for only one moving lane even if it carries traffic in two directions.

5. Nonhard surfaced streets do not qualify for street payments.

C. Mileage adjustments, including the results of annexations, mergers, or incorporations, will be made on an annual basis as part of the board's approval of the annual maintenance payments. All adjustments submitted to the department by February 1 will be eligible for payment effective July 1 of the following fiscal year.

D. For the purpose of calculating maintenance payments, streets will be functionally classified based on the Federal Functional Classification system, except where the federal system is not parallel with the state system.

E. Bridge safety and regular inspection is of utmost importance. The Federal Highway Administration and the department require strict compliance with the National Bridge Inspection Standards (23 CFR Part 650) regarding the frequency of inspection and load posting requirements. The Commissioner of Highways may elect to withhold street payments from a municipality for delinquent or inadequate bridge inspection reports.

F.

The Commissioner of Highways is directed to establish administrative procedures to assure the

provisions of this chapter and legislative directives are adhered to and complied with.

24VAC30-325-20. ~~Document incorporated by reference.~~ (Repealed.)

~~Information pertaining to the availability and cost of the Manual on Uniform Traffic Control Devices (MUTCD), 2003 Edition with Revision No. 1 Incorporated, dated November 2004, should be directed to Federal Highway Administration, Superintendent of Documents, U.S. Government Printing Office, P.O. Box 371954, Pittsburgh, PA 15250-7954. The MUTCD is also available from the following website: http://mutcd.fhwa.dot.gov/index.htm.~~

~~DOCUMENTS INCORPORATED BY REFERENCE (24VAC30-325)~~(Repealed)

~~Manual on Uniform Traffic Control Devices (MUTCD), 2003 Edition with Revision 1 Incorporated November 2004, Federal Highway Administration.~~

24VAC30-630-10. Requests for signs.

A. Any person who is deaf, blind, or deaf-blind; any person with autism or an intellectual or developmental disability as defined in § 37.2-100 of the Code of Virginia; or the agent of any such person may submit a request to the Virginia Department of Transportation (VDOT) by filling out a Request for Person with Disability Sign Form and submitting the completed form to the local VDOT office in the area where the sign is requested. The submitted form must include (i) medical certification that such person meets the disability requirement and (ii) the location of the requested sign.

B. Signs shall conform to the ~~edition of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and the Virginia Supplement to the MUTCD in 24VAC30-315-10~~ Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways (24VAC30-315) .

C. The requestor shall notify the VDOT office to which the original request was made of any change in circumstances such that the sign is no longer necessary (e.g., when the person with a disability relocates).

24VAC30-630-20. Signs; type, size, color, location, and installation.

A. Signs warning drivers to be aware of persons with disabilities must be posted on a non-limited access highway maintained by the Virginia Department of Transportation (VDOT) and shall be installed in advance of the location where a person with a disability may be on or near the roadway, such that motorists may effectively perceive and respond to the signs.

B. The type, size, color, installation, and specific location of signs shall be determined at VDOT's

discretion using engineering judgment in accordance with related VDOT procedures and regulations (including the ~~MUTCD and the Virginia Supplement to the MUTCD as referenced in 24VAC30-630-10~~ Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways (24VAC30-315)).

C. Signs warning drivers to be aware of persons with disabilities may not be posted:

1. Where any pedestrian activity is highly discouraged due to safety concerns.

2. Where they may conflict with, are redundant to, or in combination (e.g., on the same pole) with any other regulatory or warning signs.

3. Closer than 200 feet to any existing regulatory or warning signs.

4. At signalized locations such as crosswalks at intersections or pedestrian hybrid beacons. Requests concerning a person with a visual disability and the absence of accessible pedestrian signals at a particular traffic signal will be addressed separately.

5. At a crossing with an existing rectangular rapid flashing beacon. Requests concerning a person with a visual disability and the absence of audible information devices will be addressed separately.

6. At any location in which the presence of the sign would otherwise create a safety concern, in the discretion of VDOT.

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Exempt Action: Final Regulation
Agency Background Document

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-155, 24VAC30-315, 24VAC30-325, and 24VAC30-630
VAC Chapter title(s)	Traffic Impact Analysis Regulations; Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways; Urban Maintenance and Construction Policy; and Rules Governing Person with Disability Traffic Signs
Action title	Amendment to adopt updated Manual on Uniform Traffic Control Devices
Final agency action date	_____, 2025
Date this document prepared	_____, 2025

This information is required for executive branch review pursuant to Executive Order 19 (2022) (EO 19), any instructions or procedures issued by the Office of Regulatory Management (ORM) or the Department of Planning and Budget (DPB) pursuant to EO 19. In addition, this information is required by the Virginia Registrar of Regulations pursuant to the Virginia Register Act (§ 2.2-4100 et seq. of the Code of Virginia). Regulations must conform to the Regulations for Filing and Publishing Agency Regulations (1 VAC 7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code.*

Brief Summary

Provide a brief summary (preferably no more than 2 or 3 paragraphs) of this regulatory change (i.e., new regulation, amendments to an existing regulation, or repeal of an existing regulation). Alert the reader to all substantive matters. If applicable, generally describe the existing regulation.

The Federal Highway Administration (FHWA) issued an updated Manual on Uniform Traffic Control Devices (MUTCD), dated December 2023, which contains the national standards for traffic control devices. State adoption of the federal MUTCD is required and must be completed by January 2026 through one of the following methods: adopt the MUTCD as-is, adopt the MUTCD with a state-specific supplement, or develop a state MUTCD incorporating national and state-specific content. All Virginia-specific adaptations to the MUTCD must remain in "substantial conformance" with federal guidelines.

The Virginia Department of Transportation (VDOT) developed the Virginia MUTCD, version 11.0, which incorporates the national standards and sets state-specific requirements in substantial conformance with the federal MUTCD. The Commonwealth Transportation Board (CTB) approved this document as the standard for all traffic control devices on highways under the jurisdiction of VDOT. The Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways, 24VAC30-315, must be amended to incorporate the Virginia MUTCD, version 11.0, into the Virginia Administrative Code and complete formal adoption in accordance with the federal requirements. The CTB and VDOT also approved amendments to remove the MUTCD as a Document Incorporated by Reference from 24VAC30-155 and 24VAC30-325 and to update the text of 24VAC30-155, 24VAC30-325, and 24VAC30-630 to reference 24VAC30-315 instead of the MUTCD document.

Mandate and Impetus

Identify the mandate for this regulatory change and any other impetus that specifically prompted its initiation (e.g., new or modified mandate, internal staff review, petition for rulemaking, periodic review, or board decision). For purposes of executive branch review, "mandate" has the same meaning as defined in the ORM procedures, "a directive from the General Assembly, the federal government, or a court that requires that a regulation be promulgated, amended, or repealed in whole or part."

Federal regulation, particularly 23 CFR 655.603, requires that "The MUTCD approved by the Federal Highway Administrator is the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a)." The same federal regulation further states that "[w]here State or other Federal agency MUTCDs or supplements are required, they shall be in substantial conformance with the National MUTCD." The FHWA updated the MUTCD in December 2023, and state adoption of the federal MUTCD must be completed by January 2026.

Section 46.2-830 of the Code of Virginia authorizes the Commissioner of Highways to classify, designate, and mark state highways and provide a uniform system of traffic control devices for such highways under the jurisdiction of the Commonwealth. It further states that such system of traffic control devices shall correlate with and, so far as possible, conform to the system adopted in other states. The CTB is authorized generally to make regulations for the protection of and covering traffic on and for the use of systems of state highways pursuant to § 33.2-210 of the Code of Virginia. The CTB voted to adopt the Virginia MUTCD, version 11.0, which incorporates the federal standards and state-specific requirements, on ____, 2025.

Statement of Final Agency Action

Provide a statement of the final action taken by the agency including: 1) the date the action was taken; 2) that the agency has "adopted final amendments" to the regulation; 3) the name of the agency taking the action; and 4) the title of the regulation. A suggested statement is, "On [insert date] the Board/Department of [insert name] adopted final amendments to the [title of regulation(s)]."

On ____, 2025, the CTB adopted final amendments to 24VAC30-315 to incorporate the Virginia MUTCD, version 11.0, as the standard for all traffic control devices on highways under the jurisdiction of VDOT. On ____, 2025, the CTB and VDOT adopted final amendments to remove the MUTCD as a Document Incorporated by Reference from 24VAC30-155 and 24VAC30-325 and to update the text of 24VAC30-155, 24VAC30-325, and 24VAC30-630 to reference 24VAC30-315 instead of the MUTCD document.

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Periodic Review and Small Business Impact Review Report of Findings

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24 VAC 30-315
VAC Chapter title(s)	Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways
Date this document prepared	____, 2025

This information is required for executive branch review and the Virginia Registrar of Regulations, pursuant to the Virginia Administrative Process Act (APA), Executive Order 19 (2022) (EO 19), any instructions or procedures issued by the Office of Regulatory Management (ORM) or the Department of Planning and Budget (DPB) pursuant to EO 19, the Regulations for Filing and Publishing Agency Regulations (1 VAC 7-10), and the *Form and Style Requirements for the Virginia Register of Regulations and Virginia Administrative Code.*

Acronyms and Definitions

Define all acronyms used in this Report, and any technical terms that are not also defined in the "Definitions" section of the regulation.

CFR means the Code of Federal Regulations.
CTB means the Commonwealth Transportation Board.
MUTCD means the Manual on Uniform Traffic Control Devices.
U.S.C. mean the United States Code.

Legal Basis

Identify (1) the promulgating agency, and (2) the state and/or federal legal authority for the regulatory change, including the most relevant citations to the Code of Virginia or Acts of Assembly chapter number(s), if applicable. Your citation must include a specific provision, if any, authorizing the promulgating agency to regulate this specific subject or program, as well as a reference to the agency's overall regulatory authority.

Section 46.2-830 of the Code of Virginia authorizes the Commissioner of Highways to classify, designate, and mark state highways and provide a uniform system of traffic control devices for such highways under the jurisdiction of the Commonwealth. It further states that such system of traffic control devices shall correlate with and, so far as possible, conform to the system adopted in other states. Federal regulation, particularly 23 CFR 655.603, requires that "The MUTCD approved by the Federal Highway Administrator is the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a)." The same federal regulation further states that "[w]here State or other Federal agency MUTCDs or supplements are required, they shall be in substantial conformance with the National MUTCD." The Commonwealth Transportation Board (CTB) is authorized generally to make regulations for the protection of and covering traffic on and for the use of systems of state highways pursuant to § 33.2-210 of the Code of Virginia.

Alternatives to Regulation

Describe any viable alternatives for achieving the purpose of the regulation that were considered as part of the periodic review. Include an explanation of why such alternatives were rejected and why this regulation is the least burdensome alternative available for achieving its purpose.

No viable alternatives for achieving the purpose of this regulation were identified or considered as part of the periodic review.

Public Comment

Summarize all comments received during the public comment period following the publication of the Notice of Periodic Review, and provide the agency's response. Be sure to include all comments submitted: including those received on Town Hall, in a public hearing, or submitted directly to the agency. Indicate if an informal advisory group was formed for purposes of assisting in the periodic review.

No public comments were received during the public comment period.

Effectiveness

Pursuant to § 2.2-4017 of the Code of Virginia, indicate whether the regulation meets the criteria set out in the ORM procedures, including why the regulation is (a) necessary for the protection of public health, safety, and welfare, and (b) is clearly written and easily understandable.

The Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways (24VAC30-315) are necessary for the protection of public health, safety, and welfare and are clearly written and easily understandable. However, amendments are now needed to reflect adoption of the 11th Edition of the MUTCD by the Federal Highway Administration (FHWA) and adoption of the of the Virginia MUTCD, version 11.0, by the Commonwealth Transportation Board (CTB).

Decision

Explain the basis for the promulgating agency's decision (retain the regulation as is without making changes, amend the regulation, or repeal the regulation).

If the result of the periodic review is to retain the regulation as is, complete the ORM Economic Impact form.

The CTB has determined that the Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways, 24VAC30-315, must be amended to incorporate the Virginia MUTCD, version 11.0, into the *Virginia Administrative Code* and complete formal adoption of the standards in accordance with the federal requirements.

Small Business Impact

As required by § 2.2-4007.1 E and F of the Code of Virginia, discuss the agency's consideration of: (1) the continued need for the regulation; (2) the nature of complaints or comments received concerning the regulation; (3) the complexity of the regulation; (4) the extent to the which the regulation overlaps, duplicates, or conflicts with federal or state law or regulation; and (5) the length of time since the regulation has been evaluated or the degree to which technology, economic conditions, or other factors have changed in the area affected by the regulation. Also, discuss why the agency's decision, consistent with applicable law, will minimize the economic impact of regulations on small businesses.

The regulation is necessary to adopt federal standards as required by federal law. The CTB has received no complaints concerning the regulation, and although long and detailed, the regulation is not complex. The federal standards serving as the basis for this regulation were updated in December 2023, and the regulation now conflicts with federal law. A periodic review of this regulation was last performed in 2020. The regulation was adopted in 2012 pursuant to a CTB Resolution dated December 7, 2011, and has not been amended since. This regulation does not impose an economic impact on small businesses.

2026 Virginia MUTCD & WAPM

Attachment E - Summary of Changes *(last updated September 9, 2025)*

If you would like to view the draft Virginia Manual on Uniform Traffic Control Devices (MUTCD) and Virginia Work Area Protection Manual (VWAPM) (last updated September 2025), please use the link below:

https://www.vdot.virginia.gov/doing-business/technical-guidance-and-support/technical-guidance-documents/virginia-mutcd/

The items listed below are notable changes in the new federal MUTCD and Virginia MUTCD/VWAPM. Some editorial revisions or items deemed insignificant are omitted. Changes to the federal or Virginia MUTCD/VWAPM that are already current practice are not noted. Bolded text indicates items of interest or significance.

(F) Federal Change, (V) Virginia Change, (B) Both

Gray highlight = September 2025 updates

Virginia MUTCD (Parts 1-5, 7-9)

Part 1 - General

- **1A.04 – Current practice allows Traffic Control Device (TCD)applications by all users unless an engineering study is required, whereas the new practice mandates that decisions must be made by a qualified professional engineer or person under their supervision. (F)**
- 1D.04 – Current practice requires all deviations to standard signs to be approved by VDOT's Central Office Traffic Operations Division, while the new practice allows minor deviations for spot applications to be approved by the District Traffic Engineer or designee. (V)

Part 2 - Signs

- 2A.04 – Current practice prohibits displaying internet addresses, email addresses, domains, and URLs on signs; the new practice expands this to also prohibit hashtags, scanning graphics (such as QR codes), and telephone numbers. (F)
- 2A.07 – Current practice allows certain signs to exceed the maximum size limits, while the new practice strictly prohibits any sign size exceeding the prescribed maximum. (F)
- 2A.08 – Current practice allows using decimals for distances on advisory plaques, whereas the new practice requires using fractions instead. (F)

- **2A.23 – Current practice treats divided highway crossovers 30' or wider as two separate intersections, while the new practice requires two criteria, opposing left-turn vehicle paths crossing and adequate storage, to treat them as separate intersections. (F)**
- 2B.12 – Current practice considers all-way stop criteria, while the new practice expands these criteria into warrants and adjusts the 8-hour volume factor to reflect peak hour directionality. (B)
- 2B.20 – Current practice *allows* pedestrian crossing signs to be used when In-Street/Overhead Pedestrian Crossing signs are used, while the new practice *requires* their use, specifically at uncontrolled crossings. (F)
- 2B.21 – Current practice requires speed studies to include the current speed distribution of free-flowing vehicles, whereas the new practice devalues this distribution and adds other factors like roadway environment, characteristics, geographic context, crash history, and trends to speed studies. (F)
- 2B.29 – Current practice mounts optional movement lane control signs overhead only for approaches with three or more lanes, while the new practice requires these signs to be mounted overhead directly above the lane to which they apply. (F)
- 2B.46 – Current practice requires Do Not Enter signs where traffic is prohibited from entering restricted roadways; the new practice provides clearer criteria for their use, such as requiring them at crossovers functioning as two intersections. (F)
- **2B.51 – Current practice requires roundabout directional arrows, while the new practice replaces them with one-way signs and discontinues the use of directional arrows. (F)**
- 2B.V9 – Current practice prohibits All Terrain Vehicle (ATV) signs, while the new practice permits ATV signs in accordance with Section 46.2-800.2 of the Code of Virginia. (V)
- 2B.59 – Current practice allows Pedestrian Hybrid Beacon (PHB) signage options based on a Federal Highway Administration (FHWA) letter for modified signs, while the new practice revises the PHB signage to specify "Stop on steady red – yield on flashing red after stop." (F)
- **2C.06 – Current practice bases chevrons and horizontal alignment signage on speed differentials, while the new practice adds traffic volumes and introduces new criteria for using delineators and alignment signs at a 15-mph speed difference. (F)**
- 2C.07 – Current practice requires turn signs when the advisory speed is 30 mph or less, while the new practice recommends their use in these cases but allows flexibility to match the roadway geometry. (F)
- 2C.12 – Current practice allows combination horizontal alignment/advisory speed signs to use any alignment from Table 2C-1, whereas the new practice limits these signs to the standard signs specified. Not all alignments found in the Manual may be used on this sign. (F)
- **2C.13 – Current practice allows speed feedback signs to be installed on the same assembly as horizontal alignment signs, while the new practice requires speed feedback signs to be installed independently when supplementing horizontal alignment signs. (F)**

- 2C.47 – Current practice prohibits Lane Ends (W4-2), Right/Left Lane Ends (W9-1), and Lane Ends Merge Left/Right (W9-2) signs in dropped lane situations; the new practice prohibits W4-2 and W9-1 signs in these situations and requires regulatory signs to inform drivers of lane drops on conventional roadways. W9-2 signs removed from new Manual. (F)
- 2C.48 – Current practice has no merge signage for alternating merges into a single lane, while the new practice introduces lanes merge and single lane transition signs. (F)
- **2C.67 – Current practice uses "Share the Road" signs alongside bike, pedestrian, golf cart, horse, and farm machinery warning signs, while the new practice discontinues "Share the Road" and allows only "In Road" or "In Street" signs. (F)**
- 2D.05 – Current practice applies the same conventional guide sign sizes and attributes regardless of speed or mounting, while the new practice varies these sizes and attributes based on roadway speed limits and mounting style. (F)
- 2D.28 – Current practice does not use U-turn plaques, while the new practice provides U-turn plaques, notably for Reduced Conflict Intersections (RCI). (V)
- 2D.37 – Current practice does not allow Arrow Per Lane signs on conventional roads, whereas the new practice permits their use on conventional roads with option lanes. (F)
- **2E.12 –**
    - **Current practice allows Clearview font on all guide signs under interim approval, while the new practice restricts Clearview use to guide signs on freeways and expressways only. (F)**
    - **Current practice limits expressway overhead guide sign attributes to overhead columns, while the new practice requires these attributes to be enlarged if the ground-mounted attribute for interchange classification is larger. (F)**
- **2E.18 – Current practice places arrows on ground-mounted guide signs justified left or right based on exit direction, while the new practice requires arrows to be bottom center justified. (F)**
- **2E.38 – Current practice permits diagrammatic signs at freeway splits; the new practice requires conventional arrow signs when no choice lane exists and Arrow Per Lane signs when there is a choice lane, retiring diagrammatic signs from the MUTCD. (F)**
- **2E.42 – Current practice limits Arrow Per Lane signs to major interchanges, while the new practice allows partial-width Arrow Per Lane signs at intermediate interchanges, required when new sign structures are installed. (F)**
- 2G.23 – Current practice does not formalize part-time shoulder travel, while the new practice establishes formal signage and lane use signal requirements for part-time shoulder travel. (F)
- 2H.09 – Current practice does not formalize project information signs, whereas the new practice establishes formal requirements for project information signs with limited content. (F)

Part 3 - Markings

- 3B.03 – Current practice allows MUTCD minimum passing zones but with varying district practices exceeding the minimum, while the new practice standardizes passing zone lengths to meet or exceed passing sight distance based on Southwest Region Operations (SWRO) and Central Region Operations (CRO) guidelines. (V)
- 3B.12 –
    - Current practice ends the broken line at a point ¼ of the advance placement distance between the lane ends sign and the start of the transition taper, while the new practice extends the broken line as a dotted line up to the beginning of the transition taper. (F)
    - Current practice uses posted speed to determine lane transition areas, while the new practice uses the higher of the 85th percentile or posted speed, with a Virginia modification adding 5 MPH to the posted speed if the 85th percentile is unavailable. (B)
- **3B.14 – Current practice places Plastic Inlaid Markers (PIMS) based on complex "shall/should/may" tables, while the new practice uses simplified warrants: required for roads with 25,000+ vehicles per day (VPD) and ≥45 mph speed and optionally allowed on 5,000–25,000 VPD roads at the District Traffic Engineer's discretion. (V)**
- 3B.20 – Current practice spaces the message evenly between turn arrows, while the new practice groups the message closely with the turn arrow. (F)
- 3B.31 – Current practice provides no marking guidance for Diverging Diamond Interchanges (DDI), whereas the new practice includes a marking standard for DDIs. (F)
- **3H.05 – Current practice restricts green pavement markings to interim approval and prohibits their use on VDOT roads without a permit, while the new practice allows green, purple, red, yellow, and white pavement markings. (F)**
- 3J.07 – Current practice does not use painted sidewalk extensions; the new practice permits their use. (F)

Part 4 - Signals

- 4C.01 – Current practice is that signal warrants must be warranted and justified. New Federal guidelines eliminated the requirement for signal warrants to be met, however VDOT has re-elevated warrants to a shall condition. (B)
- 4C.08 – Current practice applies crash warrants based on 5 correctable crashes within 12 months, while the new practice stratifies crash warrants by individual approaches, over 1- and 3-year periods, and includes considerations for rural routes. (F)
- **4H.01 – Current practice does not use bike signals; the new practice allows them, but they remain unused due to Virginia Code restrictions. (B)**
- 4I.05 – Current practice lacks clear guidelines for push button placement, while the new practice defines and categorizes placement locations into preferred, acceptable, and less desirable areas. (F)

- 4J.02 – Current practice discourages installing PHB at minor street intersections. New Federal guidelines eliminated this recommendation for PHB distancing from intersections, however VDOT has included this statement again. (B)
- 4L.01 – Current practice uses Rectangular Rapid Flashing Beacons (RRFB) under Interim Approval, while the new practice includes RRFBs. (F)

Part 5 - CAV

- 5 – Current practice did not address Connected Automated Vehicles (CAV), while the new practice recommends considering CAV-related topics (markings, signs, signals) including scanning graphics invisible to the human eye. (F)

Part 7 - School Zones

- **7B.02 – Current practice does not formalize photo enforcement in the MUTCD, while the new practice establishes formal guidelines for photo enforcement. (V)**

Part 8 - Railroad and LRT Crossing

- 8A.03 – Current practice allows engineering studies for various railroad crossing elements, while the new practice requires a Diagnostic Team, including highway and regulatory agencies plus the railroad company, to modify or add railroad crossings. (F)
- 8D.09 – Current practice does not define requirements for railroad crossings near signalized intersections, while the new practice mandates interconnection between them. (F)
- 8E.09 – Current practice does not address pedestrian gates, while the new practice requires pedestrian gates on sidewalks and shared-use paths where trains travel over 80 mph. (F)

Part 9 - Bicycles

- 9B.17 – Current practice does not require "Bicycles Must Exit" signs at freeways, while the new practice mandates their use where a roadway transitions into a freeway or expressway that prohibits bicycle travel. (F)
- **9B – Current practice does not use bike boxes, two-stage bike turns, or jughandles, while the new practice allows their use with new signage and markings. (F)**
- 9D.07 – Current practice uses black and white US Bike Route signs, while the new practice introduces green and white US Bike Route signs. (F)
- **9E.01 – Current practice requires a helmeted biker symbol, while the new practice removes the helmeted biker symbol and mandates use of the standard bike symbol. (F)**
- **9E.06 – Current practice lacks a standardized design for buffer-separated bike lane markings, while the new practice establishes a standardized design. (F)**

Virginia Work Area Protection Manual (VWAPM)

Part 6 – Temporary Traffic Control

Chapter 6A - General

- **6A.01a: The current VWAPM states that deviations from guidance "should" stipulations require written documentation. The revised VWAPM defines "guidance" ("should") statements using the same definition as in the FHWA and Virginia MUTCDs. (V)**

Chapter 6B - Temporary Traffic Control (TTC) Elements

- 6B.01: The new practice states that modifications to TTC plans shall be documented, whereas the current practice suggests that they should be documented. (V)
- **6B.01: The new practice requires TTC plans to be designed according to the approach (pre-construction) speed limit, unless approved otherwise, while the current practice mandates design based on the reduced work zone speed limit. Diversions and crossovers shall be designed based on the work zone speed limit (if one is present) or the approach (pre-construction) speed limit otherwise. (V)**
- 6B.01: The new practice deletes the guidance recommending speed limits be stepped down in 10 mph increments and introduces a standard that reductions of 20 mph or greater require VDOT Central Office approval. (V)
- **6B.06: The new practice mandates that longitudinal buffer spaces shall be provided, whereas the current practice suggests they should be provided. (V)**
- 6B.06: The new practice eliminates the guidance limiting long-term duration activity areas to 2 miles unless approved by the District Traffic Engineer (DTE), which was included in the current practice. (V)
- Table 6B-V1: The new practice requires advance warning sign spacing on divided, non-limited access, ≥ 50 mph roads to be 1000 ft, whereas the current practice specifies 500 ft. (V)
- Table 6B-V5: The new practice establishes a minimum shifting taper length of 200 feet for shift widths of 4 feet or less, whereas the current practice has no such requirement. (V)

Chapter 6C - Pedestrian and Worker Safety Considerations

- 6C.02: The new practice adds the option to use a ride-sharing app to provide mobility through a work zone, whereas the current practice does not include this option. (V)
- **6C.02: The new practice introduces an option to avoid establishing alternate pedestrian routes in short-duration work zones if project personnel can facilitate pedestrian passage, while the current practice lacks this provision. The new practice also requires Traffic Operations Division (TOD) consultation before specifying this practice in a contract. (B)**
- 6C.02: The new practice specifies that tape, rope, etc. shall not be used to control pedestrian movements, whereas the current practice states they should not be used. (V)
- **6C.03 and 6K.07: The new practice requires that TTC devices shall not reduce the width of a pedestrian facility to less than 48 inches, unless detoured or diverted, whereas the current practice recommends providing a width of 60 inches. (B)**
- 6C.04: The new practice mandates that all workers shall be trained, whereas the current practice recommends that all workers should be trained. (V)
- **6C.04 and 6N.17b: The new practice states that (a) workers "shall" not cross open lanes limited access highways or ramps for any reason, (b) workers installing or removing TTC devices "shall" not cross divided highways with a 40+ mph speed limit for any reason, and (c) to the extent practical, should not cross undivided roads with a 40+ mph speed limit. This language has been relocated to section 6C.04 (worker safety) from Section 6N.17b (installing and removing TTC devices). The current practice states that workers "should not" run across open travel lanes to install TTC devices. (V)**
- Table 6C-V1: The new practice updates requirements to specify when gaiters may be used instead of high-visibility trousers. (V)
- Table 6C-V1: The new practice introduces flexibility in Personal Protective Equipment (PPE) requirements for emergency responders involved in patient extrication, whereas the current practice does not address this situation. (V)

Chapter 6D - Flagging and Hand Signaling

- 6D.01: The new practice incorporates the 2024 changes to VDOT flagger certification requirements, whereas the current practice does not reflect these updates. (V)
- 6D.02: The new practice allows STOP/STOP paddles to be used, but prohibits SLOW/SLOW paddles. (B)
- 6D.03: The new practice clarifies the limitations on when flags may be used and adds that if flags are used in an emergency situation, flaggers should transition to Automated Flagger Assistance Device (AFAD) or paddle operation as soon as practical. (V)
- **6D.06 and 6M.08: The new practice removes the specific 50 lux requirement for flagger stations and instead provides guidance on portable light placement and aiming,**

whereas the current practice requires 50 lux of horizontal luminance at flagger stations. (V)

Chapter 6E - One-Lane, Two-Way Traffic Control

- **6E.01: The new practice requires cones in the taper but allows them to be omitted in the tangent section, whereas the current practice allows all cones to be omitted in flagging and other one-lane/two-way traffic control situations if the road is 20 feet or less in width. (V)**
- **6E.06: The new practice only requires DTE approval to use stop sign control on roads with ≥ 1000 vehicles per day, prohibits yield signs, and requires visibility between drivers at opposite stop signs; current practice requires DTE approval for all such installations, but does not specify whether stop or yield signs are to be used. (V)**

Chapter 6F - Signs (General)

- 6F.01: The new practice requires school warning signs in TTC zones to have a fluorescent yellow-green background, whereas the current practice does not specify this. (V)
- **6F.02: The new practice introduces options and standards for attaching signs to median barriers, which were not specified in the current practice. (B)**
- **6F.02: The new practice allows rollup signs to remain in place for longer than 3 days with DTE approval, while the current practice prohibits them if the sign will be up for more than 3 days. (V)**

Chapter 6G - Regulatory Signs

- 6G.04: The new practice changes "Bike Lane Closed" and "Path Closed" signs from a standard to a recommended practice, whereas the current practice lists them as a standard. (V)
- 6G.04: The practice adds the requirement that "Path Closed" signs must be used with an accessible barricade. (B)
- 6G.04: The new practice introduces guidance on when to use whole number distances without fractions or decimals, whereas the current practice does not specify this. (V)
- **6G.07: The new practice deletes the standard requiring "Do Not Pass" signs where there is a pavement differential due to milling between lanes on a multi-lane road and adds requirements to Figure TTC-57 for using motorcyclist warning plaques in such situations. (V)**
- **6G.07: The new practice introduces new figures and guidance for late merge ("zipper merge") scenarios, recommending dynamic "zipper merges" instead of static ones, while the current practice did not address these situations. (B)**
- 6G.07a: The new practice allows “Work Zone | $500 Max Fine for Speeding” to be used; the current practice uses a “Work Zone | $500 Max Fine for Exceeding Speed Limit When

Flashing" sign design, and specifies that such signs shall only be used when justified by an engineering study and approved by the DTE. (V)

- **6G.08: The new practice adds variable speed limit signs to the VWAPM, specifies a minimum size of 36x48 inches, requires white LEDs on a black background, and allows districts to establish programmatic policies for their use in conjunction with paving schedules or similar projects, while the current practice does not include these specifications. (B)**
- **6G.08a: The new practice introduces a new section on Work Zone Speed Safety Cameras, which was not included in the current practice. (V)**
- 6G.10: The new practice requires "Sidewalk Closed" signs to be attached to pedestrian channelizing devices or placed on portable sign stands immediately adjacent to them, which was not specified in the current practice. (B).
- 6G.11 and 6H.25: The new practice introduces flexibility in the use of "turn off 2-way radio" signs in blasting zones, whereas the current practice requires such signs in all blasting operations. (B)
- Table 6G-1: The new practice revises column headings and establishes a policy on when smaller signs may be used, aligning the column headings more closely with MUTCD headings. (V)
- Table 6G-1: The new practice reduces the size of "Sidewalk Closed" signs to match the MUTCD. (V)

Chapter 6H - Warning Signs

- 6H.02: Added guidance that the word "Ahead" should be used instead of a specific distance on advance warning signs. (V)
- **6H.02b: Vehicle Speed Feedback ("Your Speed XX") signs added to the VWAPM. The new MUTCD requires such signs to be orange, with the numerals consisting of yellow LEDs on black background. (B)**
- 6H.03: The current VWAPM states that in mobile work zones that exceed 2 miles, the work area should be extended as work progresses and a secondary ROAD WORK NEXT 2 MILES sign should be installed. The revised VWAPM instead states that a single "Road Work Next 2 Miles" sign be used, that is periodically relocated downstream as the work progresses. (V)
- 6H.07: The current VWAPM prohibits an interior lane closure (with traffic in the same direction on both the left and right side of the work zone). The revised VWAPM allows interior lane closures, and use of the W9-3 symbolic center lane closed sign, if justified by an engineering study and approved by the DTE or designee. (B)
- 6H.07: Clarified that for the W20-5 "Left/Right Lane Closed Ahead", 3-line signs [allowed under the current VWAPM] or 4-line signs may be used until December 31, 2029. Signs after that point will need to be 4-line signs. (B)

- **6H.08: Current practice uses white "Keep Left/Right" signs in all lane drops. The revised practice prohibits such signs, and instead uses other signs in the sequence for lane drops. (V)**
- 6H.08: Either a static "Merge Here Take Turns" sign or PCMS board with similar message should be used at the merge point during Late Merge (aka "zipper merge") applications. (B)
- 6H.10 and 6N.07: The current practice requires the use of the Lane Width plaque where there is less than 14 feet between the edge line and channelizing devices on a ramp. The revised practice measures the 14-foot threshold from edge of barrier to edge of barrier and revises the guidance for traffic engineering studies associated with narrowed ramps. (V)
- **6H.11: Current practice is to use signs on the backs of shadow vehicles/work vehicles that say "Left/Right Lane Closed" or "Left/Right Shoulder Closed". The revised VWAPM will allow such signs to read "Lane Closed" or "Shoulder Closed" (omitting the "Left/Right").** (V)
- 6H.11: Minor revisions to when "Pre-Storm Treatment" or "Keep Back 100 ft" signs are required. (V)
- 6H.15: Revised option for when the "Slow" sign may be used approaching a flagger operation. (V)
- 6H.19: Added language prohibiting the MUTCD's "Fresh Oil" sign and allowing the "Fresh Tar" sign only in association with crack sealing/rumble strip sealing. Added that the "Loose Gravel" sign shall be used in conjunction with slurry seal/surface treatment operations. (V)
- 6H.21: Added guidance that "Trucks Entering Highway When Flashing" assemblies should be considered under certain circumstances. (V)
- 6H.26: "Low shoulder" signs should (not shall) be repeated at 1-mile intervals. (V)
- 6H.26: Added clarity on when the VDOT "Shoulder Drop off" sign may be used instead of the symbolic Shoulder Drop-off sign with supplemental plaque. (V)
- 6H.34: New guidance on when to use "Rough Road" vs. "Uneven Lanes" signs. (V)
- 6H.35: Deleted option to place "Road Work Next X Miles" sign on barricade. (V)
- 6H.38b: Added guidance that Slow Moving Vehicles sign should not be substituted for VDOT's other vehicle-mounted signs. (V)
- Table 6H-1: Reduced size of "End Road Work" signs from 60x24 to 48x24 to match the MUTCD. (V)

Chapter 6I - Guide Signs

- 6I.02: Advance turn signs shall (not should) be provided for roads with a speed limit of 35 or greater. Advance turn signs may (not should) be provided for roads with a speed limit of 30 mph or below. (V)
- 6I.02: Detour plaque should (not may) be mounted above route marker assemblies. (V)
- 6I.03: If an exit is closed, the exit guide sign can be completely covered instead of affixing a diagonal "Exit Closed" panel. (V)

- 6I.03: Added a new option to allow an "Exit Closed' panel to be omitted where the ramp closure is associated with a short- or intermediate-duration TTC zone, and a bucket truck would be required to affix the panel to an overhead sign panel. (V)
- Table 6I-1: The current VWAPM requires most M4-series detour signs to be 60" x 48". The revised VWAPM requires most M4-series detour signs to be 48" x 36". (V)

Chapter 6J - Pavement Markings in TTC Zones

- 6J.01: Deleted requirement for maximum 1/8-inch depth from scarring from pavement marking eradication. State that pavement marking should (not shall) remove the non-applicable marking material and minimize scarring. (V)
- 6J.02: Added reference to IIM-TE-395 (Temporary Marking Width and Materials) and to the Pavement Marking (PM)-series Road and Bridge Standard Drawings. (V)
- 6J.03: Flexible Temporary Pavement Markers (FTPMs) shall be installed as per Standard Drawing PM11 and shall not be used for transverse lines or symbols/messages. (V)
- 6J.03: Plastic Inlay Markers (PIMs) may be used instead of Temporary Raised Pavement Markers (TRPMs) on projects 6 months or greater in duration if approved by the Engineer. Non-reflective markers shall not be used. (V)

Chapter 6K - Channelizing Devices

- 6K.01: LED devices may be placed underneath cones to illuminate them from within in a flashing sequential sequence. (V)
- **6K.02: The new MUTCD added language requiring that pedestrian channelizing devices that are detectable by users of long canes and visible to pedestrians with vision disabilities shall be used for sidewalk closures, and the devices shall cover the entire width of the sidewalk. (F)**
- 6K.02: Additional requirements for detection plates and hand-trailing edges on pedestrian channelizing devices (F).
- 6K.03: Cones shall be retroreflectorized (day or night). (V)
- 6K.03: Cones are either 36 inches or 42 inches tall. Cones that are 36" and cones that are 42" shall not be intermixed with each other in the same run. (V)
- 6K.08: The bottom of signs mounted on barricades shall (not should) be at least 1 foot above the travelway. (V)

Chapter 6L - Other TTC Zone Traffic Control Devices

- 6L.01: Temporary signal heads shall be 12" signal heads with high-visibility backplates and visors. (V)
- **6L.01: In long-term duration work zones where portable signals are used, at least one signal head per direction shall be overhead. (V)**

- 6L.01: Added reference to Virginia MUTCD and IIM policies on yellow and all-red timings. Malfunction Management Units shall (not should) be used. (V)
- 6L.01: Accessible Pedestrian Signals shall be provided for temporary signals with signalized pedestrian crosswalks. (V)
- 6L.01: Eliminated the requirement for the DTE to determine whether to use portable supports vs. temporary fixed supports for temporary traffic signals. (V)
- 6L.01: "Alternate circulation paths" for pedestrians shall have 48-inch (not 36-inch) minimum width. (B)
- 6L.01 and 6L.02: Allows portable signals and Automated Flagger Assistance Devices (AFADs) to be delineated with 4 cones instead of 4 drums in some circumstances. (V)
- **6L.02: The current VWAPM only allows AFADs if they are used at both ends of the work zone, are spaced 800 feet apart maximum, are on roads 1200 feet or less ADT, and only if approved by the DTE. The revised VWAPM will allow ADTs any distance apart and eliminate spacing and ADT thresholds, however two separate AFAD operators are required unless the AFADs are within 2000 feet of each other and the operator can see both AFADs and both approaches. (V)**
- 6L.02: If there is an AFAD at one end of the work zone and a flagger with a paddle at the other end, the flagger shall not simultaneously operate the stop/slow paddle and the AFAD. (V)
- 6L.04: Red/yellow AFADs shall have visors and high-visibility backplates. (V)
- 6L.05: The current VWAPM allows Portable Changeable Message Signs (PCMSs) to use either orange or yellow LEDs. The revised VWAPM only allows yellow LEDs. (V)
- 6L.05: PCMS messages should (not shall) comply with VWAPM Appendix D. (V)
- **6L.05: PCMS enclosures shall be locked and be password-protected. Also specifies standards and guidance for password setting/strength. (V)**
- 6L.06: The current VWAPM requires arrow boards to use the "alternating diamond" pattern when in caution mode on Safety Service Patrol (SSP) vehicles but prohibits "alternating diamond" on all other vehicles. The revised VWAPM allows "alternating diamond" on any work vehicle/shadow vehicle in a manned work zone. (V)
- 6L.07a: Additional clarification on when parked/stationary work vehicles can or should consider turning their vehicle warning lights off. (V)

Chapter 6M - Other TTC Zone Design Features and Safety Devices

- 6M.02: New standard that movable barrier usage shall be reviewed and approved by the DTE. (V)
- 6M.05: Deleted "Crash Area Keep Clear" signs from the VWAPM. (V)
- **6M.05: The current VWAPM allows Truck-Mounted Attenuators (TMAs) to be in place a maximum of 24 hours when protecting a fixed object during an incident management operation. The revised VWAPM states that if a stationary impact attenuator is damaged and cannot be immediately repaired or replaced, a stationary unmanned**

TMA shall be used in its place, and the stationary impact attenuator shall be repaired or replaced as quickly as possible. (V)

- 6M.05: The current VWAPM requires TMAs for all snooper truck/bucket truck operations, regardless of speed limit. The new VWAPM only requires them on roads with 45+ speed limit and allows TMAs to be omitted for unplanned emergency maintenance (e.g. replacing a traffic signal head) or where the work will take 15 minutes or less. (V)
- 6M.06: Portable Temporary Rumble Strips (PTRS) may be orange (in addition to black or white/silver). (V)
- **6M.06: Current practice allows PTRS as an option on Limited Access highways. The revised practice states that PTRS shall not be used on Limited Access highways unless approved by the DTE. (V)**
- 6M.06a: Non-Portable Temporary Rumble Strips (NTRS) should be considered for use on multiple-month projects. If used, they should be located away from horizontal curves, and locations may be adjusted to avoid noise-sensitive land uses. (V)

Chapter 6N - Types of TTC Zone Activities

- 6N.01: Added "transient duration" as a category that refers to work of 5 minutes or less. (V)
- 6N.01: Defines "mobile work" as work that moves either intermittently or continuously at least 1000 feet every 15 minutes. (V)
- 6N.01: Channelizing devices shall be periodically (not "continuously") repositioned in mobile work zones to keep them near the work area. (V)
- 6N.01: Mobile operations shall be scheduled within the Department's Allowable Closure Hours window unless approved otherwise. (V)
- 6N.01: Arrow boards/PCMS boards in mobile operations shall be attached to work operations vehicles, not towed behind them. (V)
- 6N.04: FHWA added new guidance regarding maintaining bikeway continuity and bicycle travel options in TTC zones. (F)
- 6N.12a: Markings and signs for steel plates may be omitted if an alternative to steel plate material is used that has a surface with adequate friction and has tapered edges. (V)
- 6N.12b: Detours should be considered instead of flagging at roundabouts. (V)
- 6N.15: Clarify the geometric design requirements for crossovers and diversions. (V)
- 6N.17a: In "slow roll" operations, the electronic messages should read "All Lanes Slowed | Be Prepared to Stop" not "Road Work Ahead | Be Prepared to Stop". (V)
- **6N.18a: Added guidance that where construction vehicles will ingress or egress on Limited Access highways through breaks in the median barrier, the entrance should be designed with acceleration/deceleration/weaving lane lengths required by the Road Design Manual for permanent facilities, or "Trucks Entering Highway When Flashing" signs should be used. (V)**

- 6N.18a: Added guidance that when designing TTC plans, the designer should provide sufficient ingress/egress points in the plans to allow the Contractor to prosecute the work. (V)
- 6N.18c: Law enforcement officers should (not shall) complete the "Work Zone Training for Law Enforcement Officers" training. (V)
- 6N.19: New section on Late Merges. (B)

Chapter 6O - Control of Traffic Through Traffic Incident Management Areas

- 6O.01: Deleted language that duplicates or conflicts with the Traffic Incident Management (TIM) Training. (V)
- 6O.01: Refer to "positioning" rather than "safe positioning" of vehicles. (F)
- 6O.13: Add support that this section does not apply to TTC devices installed by emergency responders. (V)
- 6O.13: All Traffic Incident Management Control (TIMC) figures were deleted from the VWAPM. Added new standards and options for how to adopt the TTC figures to incident management situations. (V)

Chapter 6P – Temporary Traffic Control (TTC) Applications

[Note: only changes not previously described are noted below]

- Figure TTC-4: Eliminated "Right Shoulder Closed Ahead" signs from the sign sequence for all short-term lane closures. (V)
- Figure TTC-9: Made "End Mowing" signs optional. (V)
- Figure TTC-10: Revised placement of shadow vehicle #2 in the "treatment 2" operation. (V)
- Figure TTC-11: Changed signs on the work vehicles to read "Wet Paint Ahead | Stay Off Lines". (V)
- **Figure TTC-35: FHWA added a new MUTCD requirement that Temporary Audible Information Devices (TAIDs) shall be provided with all "Sidewalk Closed Cross Here" signs and midblock sidewalk closings. (F)**
- Figure TTC-35: Pedestrian diversions shall be at least 5 feet wide. (F)
- Figure TTC-38: Added an "On Ramp" plaque beneath the Road Work Ahead sign. (V)
- Figure TTC-39: Changes to when on-ramps should have stop signs, yield signs, or no regulatory signs. (V)
- Figure TTC-40: Stay in Lane signs may (not shall) be used in conjunction with lane shifts on multi-lane highways. (V)
- Figure TTC-44: Deleted certain signs. (V)
- Figure TTC-48: Only one (not two) "Road Closed" signs required at the closure point. (V)
- Figure TTC-50: New guidance on when the flagger should be standing in the median or the shoulder. (V)

- Figure TTC-51: Deleted the “Do Not Pass” sign. (V)
- Figures TTC-57, -58, and -64: Added optional motorcyclist symbol plaques beneath the “Uneven Lanes” sign. Eliminated the “Stay in Lane” regulatory signs. Added a PCMS with suggested message “Motorcycles | Rt Lane Grooved Ahead”. (V)
- Figure TTC-66: Alternating Diamond pattern required for the arrow boards on rolling roadblock vehicles. (V)
- **Figure TTC-70a: New TTC figure showing signing and camera placement requirements for Speed Safety Cameras. (V)**
- Figure TTC-71: Bicycle facility TTC figures have been added to the VWAPM. (F)


VDOT
Virginia Department of Transportation

BIDS FOR SEPTEMBER CTB ACTION MEETING

Ben Coaker, P.E.

September 17, 2025

Order No. L98 – RICHMOND - 120179

SCOPE:	VARINA ENON BRIDGE NORTH APPROACH FOOTINGS
LOCATION:	HENRICO COUNTY
BIDS:	6
LOW BID:	$ 23,300,114 (within)
CONTRACTOR:	FREYSSINET, INC. (STERLING, VA)

Order No. M31 – RICHMOND - 111713

SCOPE:	SMART SCALE - BAILEY BRIDGE CONNECTOR IMPROVEMENTS
LOCATION:	CHESTERFIELD COUNTY
BIDS:	7
LOW BID:	$ 19,575,885 (within)
CONTRACTOR:	BRANCH CIVIL, INC. (ROANOKE, VA)

Order No. M75 – HAMPTON ROADS - 124351

SCOPE:	HRBT EB REVERSAL IMPROVEMENTS
LOCATION:	CITY OF HAMPTON
BIDS:	3
LOW BID:	$ 18,155,986 (exceeds)
CONTRACTOR:	ALDRIDGE ELECTRIC, INC. (LIBERTYVILLE, IL)

Order No. M72 – LYNCHBURG - 119164

SCOPE:	SMART SCALE - ROAD WIDENING
LOCATION:	PITTSYLVANIA COUNTY
BIDS:	3
LOW BID:	$ 24,540,686 (within)
CONTRACTOR:	W. C. ENGLISH, INC. (LYNCHBURG, VA)


VDOT
Virginia Department of Transportation

September 2025 CTB Meeting

L98
0295-043-025, C501, B634 **Henrico County**

The purpose of this project is to rehabilitate the pier footings on the north approach of the Varina Enon Bridge, which have been impacted by Alkali Silica Reaction (ASR), resulting in cracking and deterioration of the concrete footings. The project will construct a concrete encapsulation system around each footing from Pier 18 to Pier 27. The encapsulation system will be post-tensioned to provide confinement of the ASR to the existing footings and mitigate future expansion and cracking of the concrete due to ASR.

This project is funded by the state Special Structures Fund and does not include federal funding. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within the existing right of way and no utilities will be impacted.

Fixed Completion Date: May 4, 2029

M31
0000-020-820, C501, B604 **Chesterfield County**

The purpose of this project is to provide an alternate route for areas along Bailey Bridge Road to Route 288 and amenities along Route 360 (Hull Street). Along with a connector road, the improvements for this project will include a roundabout at Bailey Bridge Road, a roundabout at Brad McNeer Parkway, a bridge over Swift Creek, and a shared use path.

This project is eligible for federal funding and has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within the existing right of way and no utilities will be impacted.

Fixed Completion date April 7, 2028

M75
0064-M06-083, C501 **City of Hampton**

The purpose of this project is to deliver the required elements to reverse the flow of traffic in the existing Hampton Roads Bridge Tunnel (HRBT) Eastbound tunnel to a Westbound traffic flow. These elements include entrance portal lighting adjustment and replacement, supply and exhaust port modifications, and SCADA system adjustments. The project scope also includes interior and exit portal tunnel lighting system replacement in the existing HRBT Eastbound tunnel.

This project is funded through Special Structures program 614 and is Federally Eligible with Exception. As this project is on the interstate system, the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within the existing right of way and no utilities will be impacted.

Fixed Completion Date: January 14, 2028

M72
0311-071-835, C501 **Pittsylvania County**

The purpose of this project is to widen the existing two-lane Berry Hill Road (U.S. Route 311) to a four-lane facility, improving access for the adjacent industrial park, including the SoVA Mega Site near Danville. The project is a segment of a larger transportation infrastructure plan for the industrial park.

This project is fully funded with high priority state funds and has been reviewed by the Environmental Division and all required permits have been obtained. All rights of way needed for the project have been obtained or donated by the Danville-Pittsylvania Regional Industrial Facility Authority. Impacted utilities include water and fiber.

Fixed Completion Date: November 5, 2027

Bid Amount: Greater Than 5 Million

Letting Date: 7/23/2025

CTB BALLOT

Report created on : 8/1/25

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
L98	120179	FROM: PIER 18	FREYSSINET, INC.	6	$23,300,114.00	$25,584,887.15	Within
	0295-043-025, B634, C501	TO: PIER 27	STERLING				
		HENRICO	VA				
	Maintenance Funds	RICHMOND DISTRICT					
		VARINA ENON BRIDGE NORTH APPROACH FOOTINGS					

1 Recommended for AWARD $23,300,114.00

Bid Amount: Greater Than 5 Million

Letting Date: 7/23/2025

CTB BALLOT

Report created on : 8/1/25

AWARD

SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
M31	111713	FROM: BAILEY BRIDGE ROAD	BRANCH CIVIL, INC.	7	$19,575,885.00	$20,389,014.20	Within
	0000-020-820, C501, B604	TO: BRAD MCNEER PKWY	ROANOKE				
	STP-5B27(061)	CHESTERFIELD	VA				
	Construction Funds	RICHMOND DISTRICT					
		SMART SCALE - BAILEY BRIDGE CONNECTOR IMPROVEMENTS					

1 Recommended for AWARD $19,575,885.00

Bid Amount: Greater Than 5 Million

Letting Date: 8/27/2025

CTB BALLOT

Report created on : 9/2/25

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
M75	124351	FROM: NORTH ISLAND MM 269.29.	ALDRIDGE ELECTRIC, INC.	3	$18,155,985.99	$15,544,932.07	Exceeds
	0064-M06-083, C501	TO: SOUTH ISLAND MM 271.21.	LIBERTYVILLE				
		HAMPTON	IL				
	Construction/Maintenance Funds	HAMPTON ROADS DISTRICT					
		HRBT EB REVERSAL IMPROVEMENTS					

1 Recommended for AWARD $18,155,985.99

Bid Amount: Greater Than 5 Million

Letting Date: 8/27/2025

CTB BALLOT

Report created on : 9/2/25

AWARD

PRIMARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
M72	119164	FROM: 0.123 MI. S. OF RTE. 862	W. C. ENGLISH, INCORPORATED	3	$24,540,686.40	$30,087,437.42	Within
	0311-071-835, C501	TO: 2.424 MI. N. OF RTE. 862	LYNCHBURG				
		PITTSYLVANIA	VA				
	Construction Funds	LYNCHBURG DISTRICT					
		SMART SCALE - ROAD WIDENING					

1 Recommended for AWARD $24,540,686.40