



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 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

October 15, 2025

8:30 a.m. or upon adjournment of the October 14, 2025, Workshop Meeting if that meeting carries over to October 15, 2025.

Public Comments:

Approval of Minutes:

September 17, 2025

OFFICE OF LAND USE:

Presenting: Robert Hofrichter
Division Director

1. Action on Discontinuance in the Secondary System of State Highways: Route 708 in Russell County located within the Bristol District.
2. Action on Action on Regulatory Reduction Efforts: Removal of Document Incorporated by Reference from 24VAC30-91.

MAINTENANCE DIVISION:

Presenting: Kevin Gregg
Chief, Maintenance and Operations

3. Action on Commemorative naming, at the request of Fairfax County, of the section of Route 2948, John Marr Drive, from the intersection of State Route 236, Little River Turnpike, to the intersection of State Route 244, Columbia Pike, Fairfax County, as "Seoul Blvd", located within the Northern Virginia District.

LOCATION AND DESIGN:

Presenting: Emmett Heltzel
State Location & Design Engineer

4. Action on Limited Access Control Changes (LACCs) for I-81 Corridor Improvement Program (CIP) Exit 143 to Exit 150 Improvements Roanoke and Botetourt Counties Located within the Salem District.

TOLLING DIVISION:

Presenting: David Caudill
Division Administrator

5. Action on Approval of Amendments to the Rules, Regulations, and Rates Concerning Toll and Bridge Facilities (24VAC30-620).

FINANCIAL PLANNING DIVISION:

Presenting: Laura Farmer
Chief Financial Officer

6. Action on Interstate 64 Hampton Roads Express Lanes Network Toll Facility Revolving Account Funding Authorization.

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION:

Presenting: Jennifer Monaco
***Northern Virginia Senior Program
Manager Major Investments***

7. Action on Annual WMATA Certifications.

Presenting: Mike Todd
Director of Rail Programs

8. Action on Perdue Rail Industrial Access Application.

INFRASTRUCTURE INVESTMENT DIVISION:

Presenting: Kimberly Pryor
Division Director

9. Action on FY2026-2031 Six-Year Improvement Program Transfers August 16, 2025 through September 19, 2025.
10. Action on Addition of Projects to the Six-Year Improvement Program For Fiscal Years 2026-2031.

RIGHT OF WAY AND UTILITIES DIVISION:

Presenting: Lori Snider
Division Director

11. Action on Limited Access Control Change, Route 10, Town of Smithfield Located within the Hampton Roads District.

OFFICE OF THE SECRETARY OF TRANSPORTATION

Presenting: John Lawson
Deputy Secretary of Transportation

12. Action on Governor's TPOF Project Funding.

SCHEDULING AND CONTRACT:

Presenting: Ben Coaker
Assistant State Construction Engineer

13. Bids.

NEW BUSINESS:

ADJOURNMENT:

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Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2025

MOTION

Made By:

Seconded By:

Action:

Title: Discontinuance – Secondary System of State Highways
Route 708 in Russell County

WHEREAS, Route 708, located in Roanoke County, measuring approximately 0.40 of a mile, is no longer necessary for the uses of the secondary system of state highways, and therefore no longer provides a public convenience that warrants maintenance at public expense, rendering it eligible for discontinuance; and

WHEREAS, the Russell County Board of Supervisors has approved a resolution on July 7, 2025, attached hereto as Exhibit A, supporting the discontinuance described as the 0.40 of a mile length of Route 708, as seen in the map attached hereto as Exhibit B; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board deems Route 708 not required for public convenience and discontinues the roadway segment identified below and as depicted on Exhibit B attached hereto, as part of the secondary system of state highways, pursuant to §33.2-908, *Code of Virginia*, as the roadway is no longer necessary for the uses of the secondary system of state highways and is no longer providing sufficient public convenience to warrant maintenance at public expense.

Secondary System of State Highways

Discontinuance

Bristol District

Russell County

- Route 703 0.40 Mi.

Total Mileage Discontinued from the Secondary System: 0.40 Mi.

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CTB Decision Brief

Discontinuance - Secondary System of State Highways: Route 708 in Russell County

Issue: The Department of Conservations and Recreation has purchased land surrounding the end of Route 708 in Russell County and has asked for the road to be discontinued. The Russell County Board of Supervisors supports the discontinuance of Route 708. Pursuant to §33.2-908 of the *Code of Virginia*, this proposed discontinuance must be considered and approved by the Commonwealth Transportation Board (Board).

Facts: Upon review of the area, VDOT staff determined that the 0.40 of a mile length of Route 708 should be discontinued as a part of the Secondary System of State Highways, pursuant to §33.2-908 of the *Code of Virginia*, as it no longer provides a public convenience that warrants maintenance at state expense.

In accordance with §33.2-908, notice of the discontinuance was published in the Lebanon News on April 30, 2025 (Exhibit C, attached). Section 33.2-908 requires that notice be provided to the County Board of Supervisors and property owners with land abutting the section of roadway considered for discontinuance.

The Russell County Board of Supervisors supports, by resolution passed July 7, 2025 (Exhibit A, attached), the discontinuance of the 0.40 of a mile length of Route 708 (road noted in “Yellow” on Exhibit B, attached).

Recommendation: VDOT recommends the Board approve the discontinuance of the 0.40 of a mile length of Route 708 referenced above.

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

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

Options: Approve, Deny or Defer

Public Comments/Reaction: There was no request for a public hearing made to the Russell County Board of Supervisors regarding this proposed discontinuance and there were no requests for a public hearing received by VDOT in response to the notices provided.

Exhibit A
Russell County Resolution

The Board of Supervisors of Russell County, in regular meeting on Monday, July 7, 2025, adopted the following:

RESOLUTION SUPPORTING DISCONTINUANCE OF SECONDARY ROUTE 708

WHEREAS, the Virginia Department of Transportation has notified this Board of the Commonwealth Transportation Board's desire to discontinue Route 708 depicted on the attached sketch, which sketch is incorporated herein by reference, and

WHEREAS, Secondary Route 708, from Route 661 (Artrip Rd) to the dead end, a distance of 0.40 mile, appears to no longer serve public convenience warranting its maintenance at public expense and should be discontinued as a part of the Secondary System of State Highways; and,

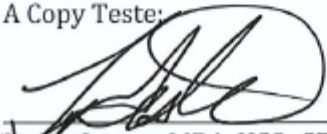
NOW, THEREFORE, BE IT RESOLVED, the Russell County Board of Supervisors hereby supports the Virginia Department of Transportation's discontinuance of Route 708 as a part of the Secondary System of State Highways, pursuant to §33.2-908, Code of Virginia, as amended; and,

BE IT FURTHER RESOLVED that a certified copy of this resolution be forwarded to the Resident Administrator for the Virginia Department of Transportation.

Recorded Vote:

Moved By: Tara Dye
Seconded By: Steve Breeding
Yeas: 7
Nays: 0

A Copy Teste:



Lenzo Lester, MBA, VCO, CPC
Russell County Administrator

Exhibit B

Sketch of Proposed Road to be Discontinued Russell County Route 708

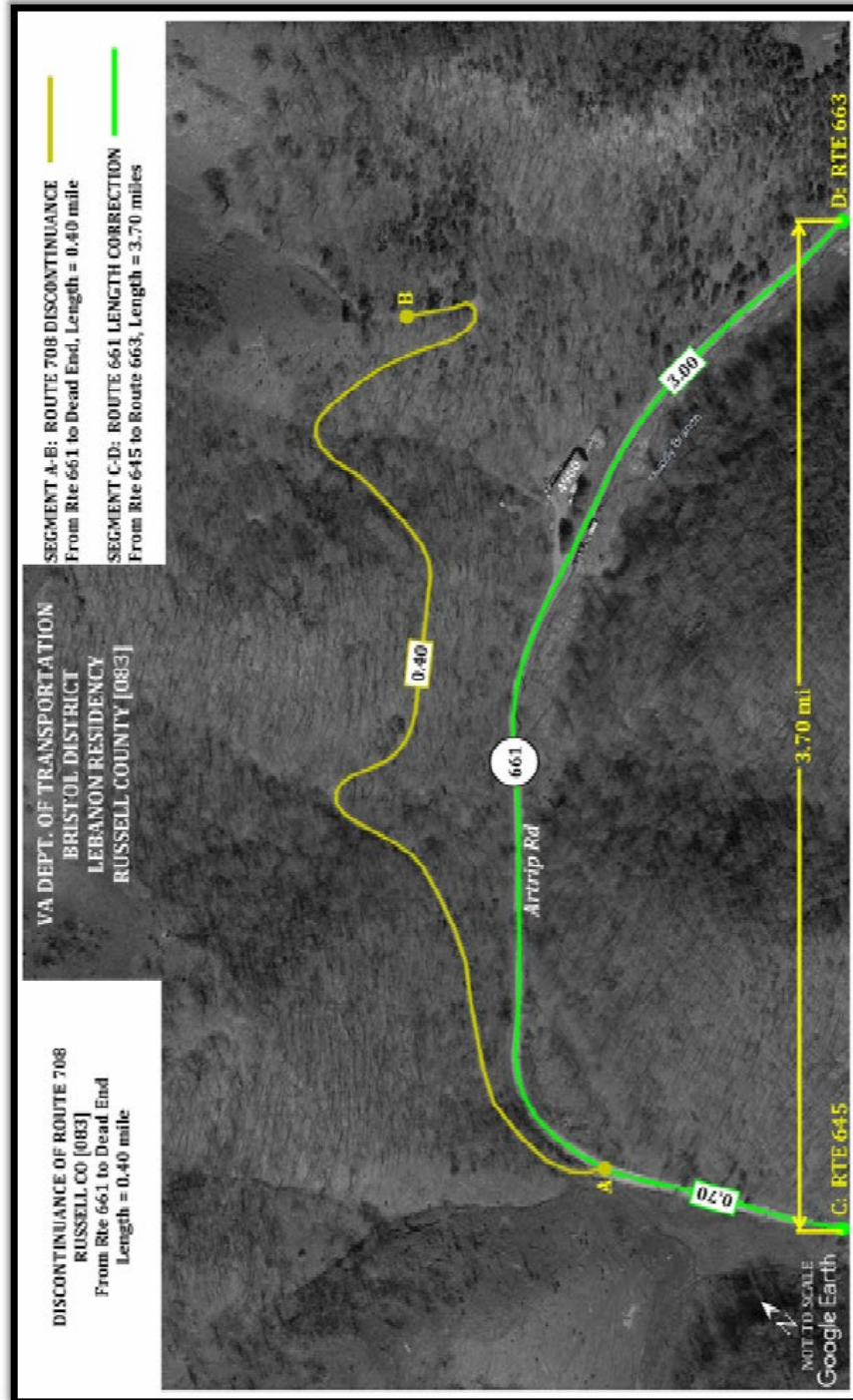


Exhibit C

Public Notice of Discontinuance
Published in the *Lebanon News* on April 30, 2025

LEBANON NEWS
APRIL 30, 2025



**NOTICE OF PROPOSED ROAD
DISCONTINUANCE
ROUTE 708: UNNAMED ROUTE**

Pursuant to §33.2-908 of the Code of Virginia, the Virginia Department of Transportation (VDOT) will consider discontinuance of Route 708, from Route 661 (Artrip Rd) to the dead end, a distance of 0.40 mile(s). VDOT desires to discontinue the road from the Secondary System of State Highways because the road does not provide sufficient public service to warrant continued maintenance by VDOT. Any abutting landowner may request a public hearing be held on the matter by submitting a written request to VDOT on or before May 30, 2025. Additional materials related to the proposed discontinuance may be obtained by contacting the VDOT Lebanon Residency on or before May 30, 2025.

VDOT Lebanon Residency

P.O. Box 127

Lebanon, VA 24266

276-889-4601

john.bolling@vdot.virginia.gov



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
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Agenda item # 2

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2025

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Regulatory Reduction Program and Proposed Regulatory Amendment: Subdivision Street Requirements (24VAC30-91)

WHEREAS, the Subdivision Street Requirements, 24VAC30-91, establish the conditions and standards that must be met for certain subdivision streets constructed by private entities in proposed developments whose plans were submitted to the Virginia Department of Transportation (VDOT) prior to July 1, 2009, to be accepted into the state secondary system for maintenance by VDOT; and

WHEREAS, the Commonwealth Transportation Board adopted 24VAC30-91 pursuant to its general authority to adopt regulations in § 33.2-210 of the *Code of Virginia* and the authority granted in §§ 33.2-326 and 33.2-705 of the *Code of Virginia* pertaining to the secondary state highway system; and

WHEREAS, pursuant to the requirements of Executive Order 19 (2022), VDOT has determined that regulatory reduction and streamlining can be achieved through removing an unnecessary Document Incorporated by Reference (DIBR) from the regulation; and

WHEREAS, VDOT developed the proposed amendment to 24VAC30-91 (Attachment A) which VDOT advises is not likely to be controversial and has completed an Agency Background Document (Attachment B) to be filed on the Virginia Regulatory Town Hall (Town Hall) in conjunction with the recommended fast-track action to amend this regulation.

NOW, THEREFORE, BE IT RESOLVED, the Commonwealth Transportation Board hereby adopts the proposed amendment to 24VAC30-91, Subdivision Street Requirements (Attachment A) to remove an unnecessary DIBR.

BE IT FURTHER RESOLVED, the Commonwealth Transportation Board requests that the Commissioner of Highways, or his designees, take all necessary actions to effectuate the amendment of 24VAC30-91, including posting the associated Agency Background Document (Attachment B) to Town Hall.

BE IT FURTHER RESOLVED, that Board approval of this item replaces and supersedes the September 16, 2004, resolution titled *Proposed Revision of the Subdivision Street Requirements*, provided however that nothing herein is intended to invalidate any actions previously taken pursuant to those resolutions.

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Commonwealth Transportation Board (CTB) Decision Brief

Regulatory Reduction Program and Proposed Regulatory Amendment: Subdivision Street Requirements (24VAC30-91)

Issue: The Subdivision Street Requirements (SSR), 24VAC30-91, establish the conditions and standards that must be met for certain subdivision streets constructed by private entities in proposed developments whose plans were submitted to the Virginia Department of Transportation (VDOT) prior to July 1, 2009, to be accepted into the state secondary system for maintenance by VDOT. Pursuant to Governor Youngkin's Executive Order 19 (2022), VDOT has identified an opportunity for regulatory reduction and streamlining by removing an unnecessary Document Incorporated by Reference (DIBR) from the regulation. Approval by the Commonwealth Transportation Board (CTB) is required to move forward with this regulatory action.

Facts: Pursuant to Governor Youngkin's Executive Order 19 (2022), VDOT has determined that regulatory reduction and streamlining can be achieved through removal of a DIBR contained in the SSR. This DIBR, the American Association of State Highway and Transportation Officials *Standard Specifications for Highway Bridges*, effective 1996, is not referenced as a requirement within the body of the regulatory text. As such, the document should be removed as a DIBR.

The proposed regulatory amendment developed by VDOT, which VDOT believes to be non-controversial, can be found in Attachment A. VDOT has prepared an Agency Background Document (Attachment B) to be posted to the Virginia Regulatory Town Hall (Town Hall) in conjunction with the proposed fast-track action to amend this regulation.

Recommendations: VDOT recommends approval of the amendment to 24VAC30-91 and the Agency Background Document to accompany this regulatory action.

Action Required by CTB: A resolution will be presented for the CTB to (i) adopt the proposed amendment to 24VAC30-91, (ii) authorize the Commissioner of Highways or his designees to take all actions necessary to effectuate the adoption of the regulatory amendment, including posting the associated Agency Background Document to Town Hall, and (iii) direct that the approval of the this amendment to the SSRs replaces and supersedes the September 16, 2004, resolution entitled *Proposed Revision of the Subdivision Street Requirements*.

Result, if Approved: VDOT staff will take all necessary actions to effectuate the adoption of the amendment to 24VAC30-91.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: Public comment will be received for 30 days upon publication of the regulatory action in the *Virginia Register of Regulations*.

Project 8474 - Fast-Track**Department of Transportation****Removal of obsolete DIBR from SSR****24VAC30-91-160. Listing of documents (publications) incorporated by reference.**

Information pertaining to the availability and cost of any of these publications should be directed to the address indicated below the specific document. Requests for documents available from the department may be submitted to VDOT; however, department documents may be available over the Internet at www.vdot.virginia.gov.

1. Drainage Manual, effective April 2002.

VDOT

1401 E. Broad Street

Richmond, Virginia 23219

2. Land Use Permit Regulations, 24VAC30-151, effective March 17, 2010.

VDOT

1401 E. Broad Street

Richmond, Virginia 23219

3. Pavement Design Guide for Subdivision and Secondary Roads in Virginia, effective August 1, 2000.

VDOT

1401 E. Broad Street

Richmond, Virginia 23219

4. Road and Bridge Specifications, effective 2002.

VDOT

1401 E. Broad Street

Richmond, Virginia 23219

5. Road Design Manual, effective January 1, 2005.

VDOT

1401 E. Broad Street

Richmond, Virginia 23219

6. Subdivision Street Design Guide (Appendix B: Road Design Manual, effective January 1, 2005)

VDOT

1401 E. Broad Street

Richmond, Virginia 23219

7. Road and Bridge Standards, effective February 1, 2001.

VDOT

1401 E. Broad Street

Richmond, Virginia 23219

~~8. Standard Specifications for Highway Bridges, effective 1996.~~

~~American Association of State Highway and Transportation Officials~~

~~North Capital Street, Suite 225~~

~~Washington, DC 20001~~

~~VDOT Modifications to document above~~

~~VDOT~~

~~1401 E. Broad Street~~

~~Richmond, Virginia 23219~~

9 8 . Virginia Erosion and Sediment Control Handbook, effective 1992.

Division of Soil and Water Conservation with The Virginia Erosion and Sediment Control Law
and Regulations

Division of Soil and Water Conservation

Governor Street, Suite 206

Richmond, Virginia 23219

~~40~~ 9 . Highway Capacity Manual, effective 2000.

Transportation Research Board

Keck Center of the National Academies

Transportation Research Board

500 Fifth Street, NW

Washington, DC 20001

Attn: TRB Publications Sales & Affiliate Services

~~44~~ 10 . VDOT Erosion and Sediment Control and Stormwater Management Program Specifications Manual (effective March 1, 2004).

VDOT

1401 E. Broad Street

Richmond, Virginia 23219

~~42~~ 11 . Policy for Integrating Bicycle and Pedestrian Accommodations—Commonwealth Transportation Board (effective March 18, 2004.) Note: This policy reference is included in the regulation only for informational purposes and is not considered a regulatory provision. Applicable elements of this policy are stated in the regulation itself.

townhall.virginia.gov

Fast-Track Regulation Agency Background Document

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-91
VAC Chapter title(s)	Subdivision Street Requirements
Action title	Amendment of Chapter 91 to remove a DIBR
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*.

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 Commonwealth Transportation Board (CTB) proposes to remove an unnecessary Document Incorporated by Reference (DIBR) from 24VAC30-91, the Subdivision Street Requirements (SSR). The DIBR is not required or referenced within the body of the regulatory text and therefore should be removed as a DIBR. The proposed amendment of 24VAC30-91 is in alignment with Governor Youngkin's Executive Order 19 (2022).

Acronyms and Definitions

Define all acronyms used in this form, and any technical terms that are not also defined in the "Definitions" section of the regulation.

CTB means the Commonwealth Transportation Board
DIBR means Document Incorporated by Reference
SSR means the Subdivision Street Requirements (24VAC30-91)
VDOT means the Virginia Department of Transportation

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 Commonwealth Transportation Board adopted final amendment to the Subdivision Street Requirements, 24VAC30-91.

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, 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.”

Consistent with Virginia Code § 2.2-4012.1, also explain why this rulemaking is expected to be noncontroversial and therefore appropriate for the fast-track rulemaking process.

This rulemaking achieves regulatory reduction and streamlining in accordance with Governor Youngkin’s Executive Order 19 (2022). This rulemaking is expected to be noncontroversial as it removes an unnecessary DIBR from 24VAC30-91.

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 and 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 33.2-326 of the *Code of Virginia* vests in VDOT the control, supervision, management, and jurisdiction over the secondary system of highways. Although § 33.2-705 grants authority to localities to establish highways, including subdivision streets on land being developed, if the locality or private developer wish to have VDOT assume maintenance of those streets, the design and construction of those streets must meet VDOT’s standards. Section 33.2-241 provides the Commissioner of Highways with the authority to permit connections from commercial establishment entrances to highways. The CTB’s general authority to adopt regulations is provided in § 33.2-210 of the *Code of Virginia*.

Purpose

Explain the need for the regulatory change, including a description of: (1) the rationale or justification, (2) the specific reasons the regulatory change is essential to protect the health, safety or welfare of citizens, and (3) the goals of the regulatory change and the problems it is intended to solve.

The purpose of the proposed amendment is to remove an unnecessary DIBR from the regulation. The proposed amendment is essential to protecting public health, safety, and welfare as it ensures regulants are able to better understand and comply with the appropriate standards for the construction of subdivision streets intended to be accepted into the secondary system of state highways. The proposed change removes an obsolete requirement, adds clarity, and achieves regulatory reduction and streamlining in accordance with EO 19.

Substance

Briefly identify and explain the new substantive provisions, the substantive changes to existing sections, or both. A more detailed discussion is provided in the "Detail of Changes" section below.

The Subdivision Street Requirements, 24VAC30-91, will be amended to remove an unnecessary DIBR listed in section 160 of the regulation. The DIBR is the American Association of State Highway and Transportation Officials Standard Specifications for Highway Bridges, effective 1996.

Issues

Identify the issues associated with the regulatory change, including: 1) the primary advantages and disadvantages to the public, such as individual private citizens or businesses, of implementing the new or amended provisions; 2) the primary advantages and disadvantages to the agency or the Commonwealth; and 3) other pertinent matters of interest to the regulated community, government officials, and the public. If there are no disadvantages to the public or the Commonwealth, include a specific statement to that effect.

The primary advantage to the public and the agency is the increased clarity of the regulatory text. There are no disadvantages to the public or the Commonwealth from this regulatory action.

Requirements More Restrictive than Federal

Identify and describe any requirement of the regulatory change which is more restrictive than applicable federal requirements. Include a specific citation for each applicable federal requirement, and a rationale for the need for the more restrictive requirements. If there are no applicable federal requirements, or no requirements that exceed applicable federal requirements, include a specific statement to that effect.

There are no applicable federal requirements.

Agencies, Localities, and Other Entities Particularly Affected

Consistent with § 2.2-4007.04 of the Code of Virginia, identify any other state agencies, localities, or other entities particularly affected by the regulatory change. Other entities could include local partners such as tribal governments, school boards, community services boards, and similar regional organizations. "Particularly affected" are those that are likely to bear any identified disproportionate material impact

which would not be experienced by other agencies, localities, or entities. "Locality" can refer to either local governments or the locations in the Commonwealth where the activities relevant to the regulation or regulatory change are most likely to occur. If no agency, locality, or entity is particularly affected, include a specific statement to that effect.

Other State Agencies Particularly Affected

No other state agencies are particularly affected by the regulatory changes.

Localities Particularly Affected

Localities are not particularly affected by the regulatory changes.

Other Entities Particularly Affected

No other entities are particularly affected by the regulatory changes.

Economic Impact

Consistent with § 2.2-4007.04 of the Code of Virginia, identify all specific economic impacts (costs and/or benefits), anticipated to result from the regulatory change. When describing a particular economic impact, specify which new requirement or change in requirement creates the anticipated economic impact. Keep in mind that this is the proposed change versus the status quo.

Impact on State Agencies

<i>For your agency:</i> projected costs, savings, fees or revenues resulting from the regulatory change, including: a) fund source / fund detail; b) delineation of one-time versus on-going expenditures; and c) whether any costs or revenue loss can be absorbed within existing resources	There are no projected costs, savings, fees, or revenues for VDOT resulting from the regulatory change.
<i>For other state agencies:</i> projected costs, savings, fees or revenues resulting from the regulatory change, including a delineation of one-time versus on-going expenditures.	There are no projected costs, savings, fees, or revenues for other state agencies resulting from the regulatory change.
<i>For all agencies:</i> Benefits the regulatory change is designed to produce.	The benefit of the regulatory change is the increased clarity of the regulatory text.

Impact on Localities

If this analysis has been reported on the ORM Economic Impact form, indicate the tables (1a or 2) on which it was reported. Information provided on that form need not be repeated here.

Projected costs, savings, fees or revenues resulting from the regulatory change.	There are no projected costs, savings, fees, or revenues for localities resulting from the regulatory change.
Benefits the regulatory change is designed to produce.	The benefit of the regulatory change is the increased clarity of the regulatory text.

Impact on Other Entities

If this analysis has been reported on the ORM Economic Impact form, indicate the tables (1a, 3, or 4) on which it was reported. Information provided on that form need not be repeated here.

Description of the individuals, businesses, or other entities likely to be affected by the regulatory change. If no other entities will be affected, include a specific statement to that effect.	The development industry is affected by the regulatory change.
Agency's best estimate of the number of such entities that will be affected. Include an estimate of the number of small businesses affected. Small business means a business entity, including its affiliates, that: a) is independently owned and operated and; b) employs fewer than 500 full-time employees or has gross annual sales of less than \$6 million.	The number of entities, including small businesses, affected by the proposed change cannot be estimated.
All projected costs for affected individuals, businesses, or other entities resulting from the regulatory change. Be specific and include all costs including, but not limited to: a) projected reporting, recordkeeping, and other administrative costs required for compliance by small businesses; b) specify any costs related to the development of real estate for commercial or residential purposes that are a consequence of the regulatory change; c) fees; d) purchases of equipment or services; and e) time required to comply with the requirements.	No costs for entities affected by the regulatory change are anticipated.
Benefits the regulatory change is designed to produce.	The benefit of the regulatory change is the increased clarity of the regulatory text.

Alternatives to Regulation

Describe any viable alternatives to the regulatory change that were considered, and the rationale used by the agency to select the least burdensome or intrusive alternative that meets the essential purpose of the regulatory change. Also, include discussion of less intrusive or less costly alternatives for small businesses, as defined in § 2.2-4007.1 of the Code of Virginia, of achieving the purpose of the regulatory change.

No alternatives to the regulatory changes were considered. The proposed change will reduce the burden on the regulated community of determining the regulatory requirements that apply to their projects. The proposed change is not intrusive or costly to small businesses.

If this analysis has been reported on the ORM Economic Impact form, indicate the tables on which it was reported. Information provided on that form need not be repeated here.

Regulatory Flexibility Analysis

Consistent with § 2.2-4007.1 B of the Code of Virginia, describe the agency's analysis of alternative regulatory methods, consistent with health, safety, environmental, and economic welfare, that will

accomplish the objectives of applicable law while minimizing the adverse impact on small business. Alternative regulatory methods include, at a minimum: 1) establishing less stringent compliance or reporting requirements; 2) establishing less stringent schedules or deadlines for compliance or reporting requirements; 3) consolidation or simplification of compliance or reporting requirements; 4) establishing performance standards for small businesses to replace design or operational standards required in the proposed regulation; and 5) the exemption of small businesses from all or any part of the requirements contained in the regulatory change.

No alternative regulatory methods are applicable, nor were alternative regulatory methods considered. There are no anticipated adverse impacts on small businesses from the regulatory change.

If this analysis has been reported on the ORM Economic Impact form, indicate the tables on which it was reported. Information provided on that form need not be repeated here.

Public Participation

Indicate how the public should contact the agency to submit comments on this regulation, and whether a public hearing will be held, by completing the text below.

Consistent with § 2.2-4011 of the Code of Virginia, if an objection to the use of the fast-track process is received within the 30-day public comment period from 10 or more persons, any member of the applicable standing committee of either house of the General Assembly or of the Joint Commission on Administrative Rules, the agency shall: 1) file notice of the objections with the Registrar of Regulations for publication in the Virginia Register and 2) proceed with the normal promulgation process with the initial publication of the fast-track regulation serving as the Notice of Intended Regulatory Action.

If you are objecting to the use of the fast-track process as the means of promulgating this regulation, please clearly indicate your objection in your comment. Please also indicate the nature of, and reason for, your objection to using this process.

The CTB is providing an opportunity for comments on this regulatory proposal, including but not limited to (i) the costs and benefits of the regulatory proposal and any alternative approaches, (ii) the potential impacts of the regulation, and (iii) the agency's regulatory flexibility analysis stated in this background document.

Anyone wishing to submit written comments for the public comment file may do so through the Public Comment Forums feature of the Virginia Regulatory Town Hall web site at: <https://townhall.virginia.gov>. Comments may also be submitted by mail or email to Steven Jack, 1221 E. Broad St., Richmond, VA, 23219, 804-786-3885, steven.jack@vdot.virginia.gov. In order to be considered, comments must be received by 11:59 pm on the last day of the public comment period.

Detail of Changes

List all regulatory changes and the consequences of the changes. Explain the new requirements and what they mean rather than merely quoting the text of the regulation. For example, describe the intent of the language and the expected impact. Describe the difference between existing requirement(s) and/or agency practice(s) and what is being proposed in this regulatory change. Use all tables that apply, but delete inapplicable tables.

If an existing VAC Chapter(s) is being amended or repealed, use Table 1 to describe the changes between existing VAC Chapter(s) and the proposed regulation. If existing VAC Chapter(s) or sections are being repealed and replaced, ensure Table 1 clearly shows both the current number and the new number for each repealed section and the replacement section.

Table 1: Changes to Existing VAC Chapter(s)

Current chapter-section number	New chapter-section number, if applicable	Current requirements in VAC	Change, intent, rationale, and likely impact of new requirements
24VAC30-91-160		Section 160 lists the DIBR for the regulation.	"Standard Specifications for Highway Bridges" of the American Association of State Highway and Transportation Officials is proposed to be removed from the list of DIBR. It is not referenced in the body of the regulatory text and as such should not be included as a DIBR.

If a new VAC Chapter(s) is being promulgated and is not replacing an existing Chapter(s), use Table 2.

Table 2: Promulgating New VAC Chapter(s) without Repeal and Replace

New chapter-section number	New requirements	Other regulations and law that apply	Intent and likely impact of new requirements

If the regulatory change is replacing an **emergency regulation**, and the proposed regulation is identical to the emergency regulation, complete Table 1 and/or Table 2, as described above.

If the regulatory change is replacing an **emergency regulation**, but changes have been made since the emergency regulation became effective, also complete Table 3 to describe the changes made since the emergency regulation.

Table 3: Changes to the Emergency Regulation

Emergency chapter-section number	New chapter-section number, if applicable	Current <u>emergency</u> requirement	Change, intent, rationale, and likely impact of new or changed requirements since emergency stage

Office of Regulatory Management
Economic Review Form

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-91
VAC Chapter title(s)	Subdivision Street Requirements
Action title	Amendment of Chapter 91 to remove a DIBR
Date this document prepared	_____, 2025
Regulatory Stage (including Issuance of Guidance Documents)	Fast-Track

Cost Benefit Analysis

Complete Tables 1a and 1b for all regulatory actions. You do not need to complete Table 1c if the regulatory action is required by state statute or federal statute or regulation and leaves no discretion in its implementation.

Table 1a should provide analysis for the regulatory approach you are taking. Table 1b should provide analysis for the approach of leaving the current regulations intact (i.e., no further change is implemented). Table 1c should provide analysis for at least one alternative approach. You should not limit yourself to one alternative, however, and can add additional charts as needed.

Report both direct and indirect costs and benefits that can be monetized in Boxes 1 and 2. Report direct and indirect costs and benefits that cannot be monetized in Box 4. See the ORM Regulatory Economic Analysis Manual for additional guidance.

Table 1a: Costs and Benefits of the Proposed Changes (Primary Option)

(1) Direct & Indirect Costs & Benefits (Monetized)	There are no monetizable direct or indirect costs or benefits from the regulatory changes.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a)	(b)
(3) Net Monetized Benefit		
(4) Other Costs & Benefits (Non-Monetized)	The non-monetized benefit of amending Chapter 91 to remove an unnecessary DIBR is the clarification of the regulation.	
(5) Information Sources		

Table 1b: Costs and Benefits under the Status Quo (No change to the regulation)

(1) Direct & Indirect Costs & Benefits (Monetized)	There are no monetizable direct or indirect costs or benefits from the status quo.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a)	(b)
(3) Net Monetized Benefit		
(4) Other Costs & Benefits (Non-Monetized)	The non-monetized cost of the status quo is the lack of clarity regarding applicable requirements in Chapter 91.	
(5) Information Sources		

Table 1c: Costs and Benefits under Alternative Approach(es)

(1) Direct & Indirect Costs & Benefits (Monetized)	The proposed amendments advance regulatory reduction and add clarity to the regulation by removing an unnecessary DIBR. As such, there are no reasonable alternative approaches to consider.
--	--

(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a)	(b)
(3) Net Monetized Benefit		
(4) Other Costs & Benefits (Non-Monetized)		
(5) Information Sources		

Impact on Local Partners

Use this chart to describe impacts on local partners. See Part 8 of the ORM Cost Impact Analysis Guidance for additional guidance.

Table 2: Impact on Local Partners

(1) Direct & Indirect Costs & Benefits (Monetized)	There are no anticipated costs or benefits for local partners from the proposed changes.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a)	(b)
(3) Other Costs & Benefits (Non-Monetized)		
(4) Assistance		
(5) Information Sources		

Impacts on Families

Use this chart to describe impacts on families. See Part 8 of the ORM Cost Impact Analysis Guidance for additional guidance.

Table 3: Impact on Families

(1) Direct & Indirect Costs & Benefits (Monetized)	There are no anticipated costs or benefits for families from the proposed changes.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a)	(b)
(3) Other Costs & Benefits (Non-Monetized)		
(4) Information Sources		

Impacts on Small Businesses

Use this chart to describe impacts on small businesses. See Part 8 of the ORM Cost Impact Analysis Guidance for additional guidance.

Table 4: Impact on Small Businesses

(1) Direct & Indirect Costs & Benefits (Monetized)	To the extent small businesses are affected by this regulation, they will benefit from the clarification provided by the proposed change.	
(2) Present Monetized Values	Direct & Indirect Costs	Direct & Indirect Benefits
	(a)	(b)
(3) Other Costs & Benefits (Non-Monetized)		
(4) Alternatives		
(5) Information Sources		

Changes to Number of Regulatory Requirements

Table 5: Regulatory Reduction

For each individual action, please fill out the appropriate chart to reflect any change in regulatory requirements, costs, regulatory stringency, or the overall length of any guidance documents.

Change in Regulatory Requirements

VAC Section(s) Involved*	Authority of Change	Initial Count	Additions	Subtractions	Total Net Change in Requirements	
24VAC30-91-160	(M/A):	2			0	
	(D/A):	8,756			0	
	(M/R):	0			0	
	(D/R):	23,287		9,924	-9,924	
				Grand Total of Changes in Requirements:	(M/A): 0	
					(D/A): 0	
					(M/R): 0	
					(D/R): -9,924	

Key:

Please use the following coding if change is mandatory or discretionary and whether it affects externally regulated parties or only the agency itself:

(M/A): Mandatory requirements mandated by federal and/or state statute affecting the agency itself

(D/A): Discretionary requirements affecting agency itself

(M/R): Mandatory requirements mandated by federal and/or state statute affecting external parties, including other agencies

(D/R): Discretionary requirements affecting external parties, including other agencies

Cost Reductions or Increases (if applicable)

VAC Section(s) Involved*	Description of Regulatory Requirement	Initial Cost	New Cost	Overall Cost Savings/Increases

Other Decreases or Increases in Regulatory Stringency (if applicable)

VAC Section(s) Involved*	Description of Regulatory Change	Overview of How It Reduces or Increases Regulatory Burden

Length of Guidance Documents (only applicable if guidance document is being revised)

Title of Guidance Document	Original Word Count	New Word Count	Net Change in Word Count

*If the agency is modifying a guidance document that has regulatory requirements, it should report any change in requirements in the appropriate chart(s).

Action/Stage or Guidance Document Forum ID (if available)	
Not available	
Title of Proposed Regulatory Action or Guidance Document	
Fast-track action to amend the Subdivision Street Requirements (24VAC30-91) by the CTB	
Brief Overview	
Pursuant to Governor Youngkin's Executive Order 19 (2022) the Commonwealth Transportation Board (CTB) proposes to amend 24VAC30-91, the Subdivision Street Requirements (SSR), to remove an unnecessary Document Incorporated by Reference (DIBR).	
Regulatory Stage (check one box)	☐ NOIRA ☐ Proposed ☐ Final ☐ Emergency or Emergency/NOIRA ☐ Revised Proposed ☒ Fast-Track
Additional Description	☐ Expedited Review Requested ☐ Exempt Action ☐ Guidance Document
Legal Authority	☐ Action required by federal statute ☐ Action required by state statute ☒ Discretionary Action
Deregulatory Component	This action will remove an unnecessary DIBR from 24VAC30-91. Removal of the DIBR will reduce discretionary requirements for regulants by 9,924.
Expected Date	October 2025



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 3

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2025

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Highway Naming: "Seoul Blvd"

WHEREAS, in accordance with § 33.2-213 of the *Code of Virginia*, the Fairfax County Board of Supervisors has requested, by resolution dated September 15, 2025, that the Commonwealth Transportation Board (CTB), to recognize and honor the lasting contributions and strong community engagement of the Korean American community, honorarily name the section of Route 2948, John Marr Drive, from the intersection of State Route 236, Little River Turnpike, to the intersection of State Route 244, Columbia Pike, as "Seoul Blvd"; and

WHEREAS, Fairfax County, by resolution dated September 15, 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 section of Route 2948, John Marr Drive, from the intersection of State Route 236, Little River Turnpike, to the intersection of State Route 244, Columbia Pike, as "Seoul Blvd".

Resolution of the Board
Highway Naming: "Seoul Blvd"
October 15, 2025
Page 2 of 2

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

####

CTB Decision Brief
Highway Naming: “Seoul Blvd”

Issue: Commemorative naming, at the request of Fairfax County, of the section of Route 2948, John Marr Drive, from the intersection of State Route 236, Little River Turnpike, to the intersection of State Route 244, Columbia Pike, Fairfax County, as “Seoul Blvd”.

Facts: The Fairfax County Board of Supervisors enacted a resolution on September 15, 2025, to recognize the lasting contributions and strong community engagement of the Korean American community, whose civic, cultural and economic presence is deeply rooted in the fabric of their region.

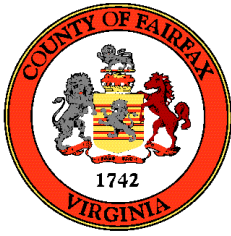
Through community engagement and feedback, this section of John Marr Drive was identified as a corridor of appropriate context and symbolic significance, and the name “Seoul Blvd” was chosen to honor the capital city of South Korea while representing the enduring pride and heritage of the Korean community.

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 Route 2948, John Marr Drive, from the intersection of State Route 236, Little River Turnpike, to the intersection of State Route 244, Columbia Pike, Fairfax County, will be known as “Seoul Blvd”. In accordance with law, and by resolution dated September 15, 2025, Fairfax 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.



COUNTY OF FAIRFAX, VIRGINIA

Resolution

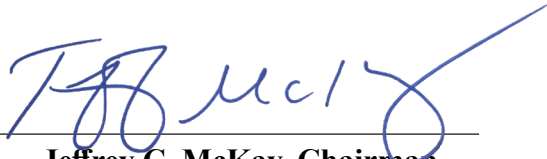
WHEREAS, Fairfax County continues to be shaped and enriched by the many contributions of the Korean American community, whose civic, cultural and economic presence is deeply rooted in the fabric of our region; and

WHEREAS, in recognition of these lasting contributions and following significant engagement and input from community stakeholders, there is strong support for an honorary road name to recognize the Korean American community's role in the County's history and development; and

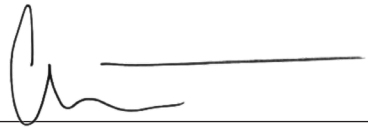
WHEREAS, through community engagement and feedback, John Marr Drive, between Little River Turnpike (Route 236) and Columbia Pike (Route 244), was identified as a corridor of appropriate context and symbolic significance, and the name "Seoul Blvd" was chosen to honor the capital city of South Korea while representing the enduring pride and heritage of the Korean community; and

WHEREAS, pursuant to §33.2-213 of the Code of Virginia, the Fairfax County Board of Supervisors affirms its responsibility for the costs associated with producing, installing and maintaining signage related to this honorary designation; **NOW THEREFORE**

BE IT RESOLVED that the Fairfax County Board of Supervisors, on behalf of all residents, does hereby request the honorary naming of John Marr Drive (Route 2948), between Little River Turnpike (Route 236) and Columbia Pike (Route 244), as "Seoul Blvd", in lasting recognition and honor of the Korean American community and its invaluable contributions to Fairfax County and beyond.



Jeffrey C. McKay, Chairman
Fairfax County Board of Supervisors



Andres F. Jimenez, Supervisor
Mason District

September 15, 2025

Date

Fairfax County

Proposed Highway Naming "Seoul Blvd"



CTB MEETING: October 15, 2025

Fairfax County

Proposed Highway Naming:
"Seoul Blvd"



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2025

MOTION

Made By: Seconded By: Action:

**Limited Access Control Changes (LACCs) for I-81 Corridor Improvement
Program (CIP) Exit 143 to Exit 150 Improvements
Roanoke and Botetourt counties**

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

WHEREAS, on April 24, 1958, the State Highway Commission approved the proposed location of Interstate Highway, Route 81, projects 0081-080 and 0081-011, from the intersection of Route 11 at Glenvar to 1.0 mile north of Route 606 north of Troutville, in Botetourt and Roanoke Counties, in accordance with the location shown and designated on the map entitled, “Proposed Interstate Highway Development, from intersection Route 11 at Glenvar south of Salem to 1.0 mile north Route 606, Interstate Route 81”; and

WHEREAS, on December 17, 1970, the State Highway Commission approved LACCs for State Project 0220-011-101, PE-101, C-502, and RW-201, in accordance with the design plans as proposed and presented for said project; and

WHEREAS, on June 8, 1972, the State Highway Commission approved a contract award for State Project 0081-011-106, PE-101, C-501, with LACCs in accordance with the design plans for said project; and

WHEREAS, on February 16, 1984, the State Highway and Transportation Commission, predecessor to the CTB, approved the location and major design features of State Highway Project 0081-011-111, C-501 for the modification of the Interstate 81/220 interchange, with LACCs and right of way lines in accordance with the design plans for said project; and

WHEREAS, on May 21, 1987, the CTB approved the location and major design features of State Project 0081-011-114, C-501 for the expansion of the Truck Weighing Station on Interstate 81, 2.5 miles south of Troutville, in Botetourt County, with LACCs and right of way lines in accordance with the design plans for said project; and

WHEREAS, on July 18, 2012, the CTB approved LACCs for State Highway Project 0081-011-120, P-102, R-202, C-502, in accordance with the design plans for said project; and

WHEREAS, State Highway Project 0081-080-947, PE-101, RW-201, C-501, B601, B602, B603, B604, B605, B-696, B-698, B-699 (UPC# 116201 or the “Project”) is part of the Interstate 81 CIP to provide safety and capacity enhancements. The Project provides for the widening of Interstate 81 from two lanes to three lanes in each direction, (northbound and southbound) to include median barrier, stormwater management facilities, soundwalls, and the replacement of eight mainline bridges, and structural repairs of one overpass at Plantation Road, to address safety and congestion issues; and

WHEREAS, the Project requires adjustments of the limited access line to accommodate the Interstate 81 widening improvements, construction of stormwater management facilities and soundwalls, and improvements to the interchange at Exit 150, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, a design public hearing (“Hearing”) was held for the Project, including the current and proposed locations of the limited access lines, on September 19, 2023, between 5:00 pm and 7:00 pm at Lord Botetourt High School, 1435 Roanoke Road, Daleville, VA 24083, 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 Salem District Office has reviewed and approved the Interchange Access Report on November 22, 2023, and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements, and a categorical exclusion was prepared under an agreement between VDOT and the Federal Highway Administration (FHWA) and approved on May 12, 2023; and

WHEREAS, the Project is located within an attainment area for all National Ambient Air Quality Standards and will not have an adverse impact on air quality, with an air determination date of December 22, 2021; and

WHEREAS, the Project is in Roanoke and Botetourt counties, and the proposed design features and LACCs are supported by resolutions from the county boards dated August 19th, 2025, and August 26th, 2025, respectively; and

WHEREAS, FHWA approved the Project and the proposed LACCs on September 25, 2025; and

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

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with 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 the VDOT made herein, and directs that Interstate 81 continue to be designated as a limited access control facility, with the boundaries of limited access control being modified from the current locations as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

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

####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
I-81 Corridor Improvement Program (CIP) Exit 143 to Exit 150 Improvements
Project 0081-080-947, PE-101, RW-201, C-501, B601, B602, B603, B604, B605, B-696, B-698, B-699
UPC# 116201
Roanoke and Botetourt Counties

Issues: The area designated as limited access previously approved for Interstate 81 needs to be modified to accommodate the proposed widening from Exit 143 to Exit 150, various outfall improvements along the corridor, and interchange improvements at Exit 150. 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:

- Limited access control for Interstate 81 was previously established on October 4, 1956, by the State Highway Commission, predecessor to the CTB, designating the Interstate Highway System, including Interstate 81, to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia, as amended, and established the limited access line locations and limits as “the final locations of said routes, including all necessary grade separations, interchanges, ramps, etc.”.
- On April 24, 1958, the State Highway Commission approved the proposed location of Interstate Highway, Route 81, projects 0081-080 and 0081-011, from the intersection of Route 11 at Glenvar to 1.0 mile north of Route 606 north of Troutville, in Botetourt and Roanoke Counties, in accordance with the location shown and designated on the map entitled, “Proposed Interstate Highway Development, from intersection Route 11 at Glenvar south of Salem to 1.0 mile north Route 606, Interstate Route 81.”
- On December 17, 1970, the State Highway Commission approved LACCs for State Project 0220-011-101, PE-101, C-502, RW-201, in accordance with the design plans as proposed and presented for said project.
- On June 8, 1972, the State Highway Commission approved a contract award for State Project 0081-011-106, PE-101, C-501, with LACCs in accordance with the design plans for said project.
- On February 16, 1984, the State Highway and Transportation Commission, predecessor to the CTB, approved the location and major design features of State Highway Project 0081-011-111, C-501 for the modification of the Interstate 81/220 interchange, with LACCs and right of way lines in accordance with the design plans for said project.

- On May 21, 1987, the CTB approved the location and major design features of State Project 0081-011-114, C-501 for the expansion of the Truck Weighing Station on Interstate 81, 2.5 miles south of Troutville, in Botetourt County, with LACCs and right of way lines in accordance with the design plans for said project.
- On July 18, 2012, the CTB approved LACCs for State Highway Project 0081-011-120, P-102, R-202, C-502, in accordance with the design plans for said project.
- State Highway Project 0081-080-947, PE-101, RW-201, C-501, B601, B602, B603, B604, B605, B-696, B-698, B-699 (UPC# 116201 or the “Project”) is part of the Interstate 81 CIP to provide safety and capacity enhancements. The Project provides for the widening of Interstate 81 from two lanes to three lanes in each direction, (northbound and southbound) to include median barrier, stormwater management facilities, soundwalls, and the replacement of eight mainline bridges, and structural repairs of one overpass at Plantation Road, to address safety and congestion issues. These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).
- 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 September 19, 2023, between 5:00 pm and 7:00 pm at Lord Botetourt High School, 1435 Roanoke Road, Daleville, VA 24083, 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 Salem District Office has reviewed and approved the Interchange Access Report on November 22, 2023, 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) as approved on May 12, 2023.
- The Project is located within an attainment area for all National Ambient Air Quality Standards and will not have an adverse impact on air quality, with an air determination date of December 22, 2021.

- The Project is in Roanoke and Botetourt counties, and the proposed design features and LACCs are supported by resolutions from the county boards dated August 19th, 2025, and August 26th, 2025, respectively (attached).
- FHWA approved the Project and the proposed LACCs on September 25, 2025.
- 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: VDOT recommends, pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-10 *et seq.*, that the Interstate 81 corridor continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached). This action will modify the limited access line and right of way originally approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956, and as subsequently modified.

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 the Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were one hundred seventy-two (172) attendees, including project staff, at the Hearing. A total of seventy-four (74) comments were received during the comment period.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

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

October 1, 2025

The Honorable W. Sheppard Miller, III
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Burwell W. Coleman
The Honorable Darrell R. Byers
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Laura A. Sellers
The Honorable Joel 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 I-81 CIP Exit 143 to Exit 150 Improvements Project in Roanoke and Botetourt Counties

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0081-080-947, P101, R201, C501, B601, B602, B603, B604, B605, B-696, B-698, B-699, (UPC# 116201) 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,

Signed by:
A handwritten signature in blue ink, appearing to read "R. S. M.", enclosed in a blue rectangular box.

AFDC49E581644BF...
for Barton A. Thrasher, P.E.
Chief Engineer

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

FHWA 534 DATA 41103

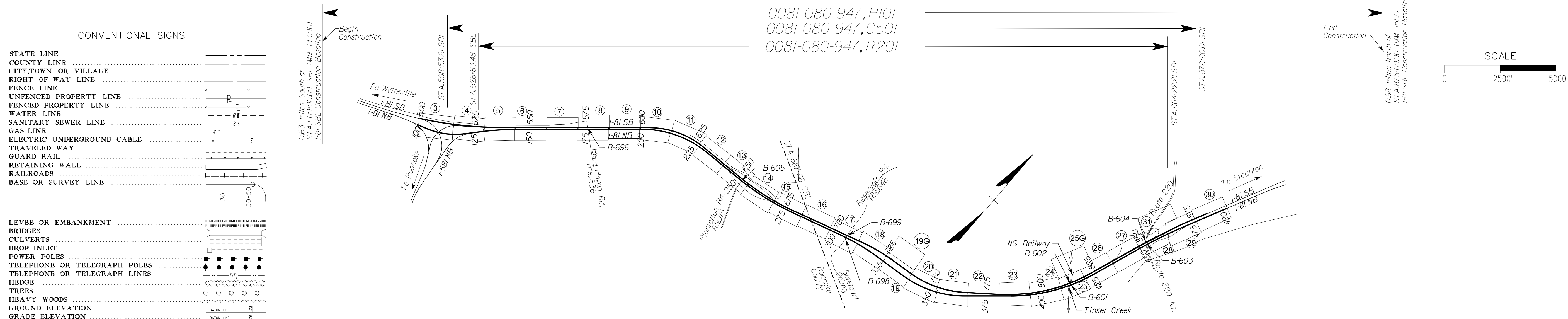
FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA							
Roadway	I-81 (N)	I-81 (S)	Ramps	Plantation Road	US Route 220A/220	Route 1836 Belle Haven Road	Route 648 Reservoir Road
Functional Classification	Interstate	Interstate	Interchange Ramps	Urban Principal Arterial	Urban Principal Arterial	Urban Collector	Rural Local Road
Terrain	Rolling	Rolling	Rolling	Rolling	Rolling	Rolling	Rolling
From	4.17 Mi. S. of County Line						
To	4.53 Mi. N. of County Line						
ADT (2024)	32570	32100		14800	29780	1800	1050
ADT (2047)	39400	38710		16900	39790	2110	1200
Min. Clearance	16'-6"	16'-6" **	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"
DHV	3370	3100		1130	2230	N/A	N/A
D (%)	100%	100%		63%	62%	N/A	N/A
T (%)	22%	23%		4%	5%	2%	2%
MIN. V (MPH)	x	x	x	x	x	x	x

*See Plan and Profile Sheets for Horizontal and Vertical Curve Design Speeds
 **Min Clearance to Match Existing at Plantation Road

PROJECT MANAGER Todd Repass, PE (540) 381-7195 (Salem)
SURVEYED BY DATE Rinker Design Associates LLC
DESIGN BY Rummel, Klepper & Kahl LLP (804) 782-1903
SUBSURFACE UTILITY BY DATE T2 Utility Engineers, Inc.

ROW PLANS

ROANOKE COUNTY AND BOTETOURT COUNTY
INTERSTATE 81 WIDENING
FROM 4.17 MI. SOUTH OF ROANOKE/BOTETOURT COUNTY LINE
TO 4.53 MI. NORTH OF ROANOKE/BOTETOURT COUNTY LINE



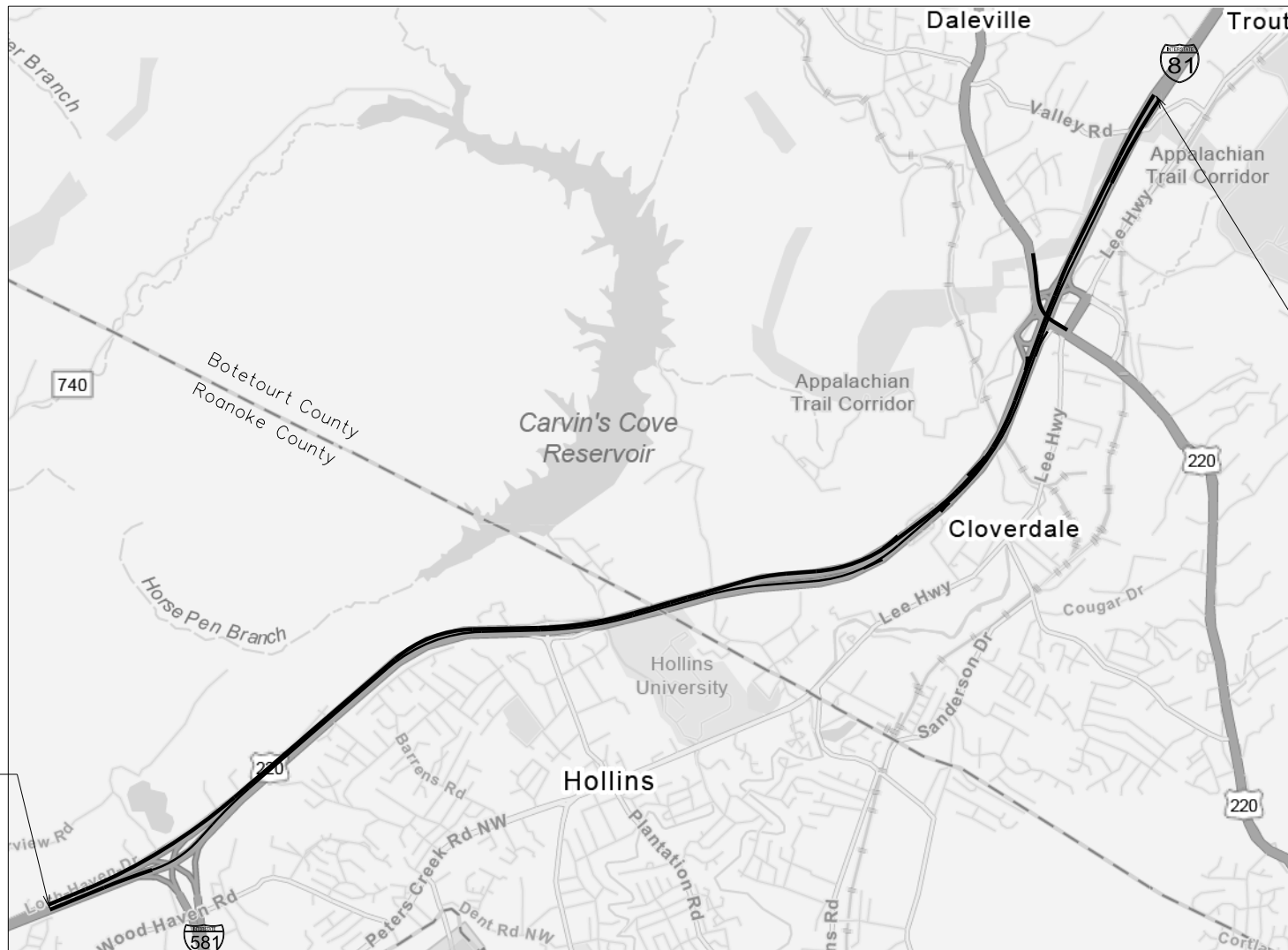
NORFOLK SOUTHERN, BLUE RIDGE DIVISION, ROANOKE SUBDIVISION, CLOVERDALE BRANCH MP 1.00 LOCATED 50' SOUTH OF THE I-81 NB BRIDGE.
Roanoke County Population 96,929 (2020 Census) Botetourt County Population 33,596 (2020 Census)

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			
0081-080-947	P101	NHPP-0812(321)	PENG	116201		45936.00	8.70	45393.26	8.60		PREL. ENGR.	From: 4.17 Mi S. Roo./Bot.Co. Line(MM143.0) To: 4.53 Mi N. Roo./Bot. Co. Line (MM 151.7)
	R201	NHPP-0812(321)	ROWA	116201		33738.73	6.39	33195.99	6.29		PREL. ENGR.	From: 3.05 Mi S. Roo./Bot.Co. Line To: 3.34 Mi N. Roo./Bot. Co. Line
	C501	NHPP-0812(321)	1000	116201		37206.40	7.04	36663.66	6.94		PREL. ENGR.	From: 3.39 Mi S. Roo./Bot.Co. Line To: 3.62 Mi N. Roo./Bot. Co. Line
	B696	NHPP-0812(321)	X281	116201		58.75	0.01				BRDG. REPLACE.	I-81 OVER BELLE HAVEN RD.
	B698 (NB)	NHPP-0812(321)	X281	116201		66.33	0.01				BRDG. REPLACE.	I-81 NBL OVER RESERVOIR RD.
	B699 (SB)	NHPP-0812(321)	X281	116201		66.51	0.01				BRDG. REPLACE.	I-81 SBL OVER RESERVOIR RD.
	B601 (NB)	NHPP-0812(321)	X331	116201		274.85	0.05				BRDG. REPLACE.	I-81 NBL OVER TINKER CREEK & NS RR
	B602 (SB)	NHPP-0812(321)	X331	116201		274.85	0.05				BRDG. REPLACE.	I-81 SBL OVER TINKER CREEK & NS RR
	B603 (NB)	NHPP-0812(321)	X281	116201		137.33	0.03				BRDG. REPLACE.	I-81 NBL OVER ROUTE 220
	B604 (SB)	NHPP-0812(321)	X281	116201		142.63	0.03				BRDG. REPLACE.	I-81 NBL OVER ROUTE 220
B605	NHPP-0812(321)	X281	116201		244.00	0.05				BRDG. REPAIR	ROUTE 115 OVER I-81 NBL & SB	

Project Lengths are based on Southbound Construction Baseline.

	RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION
	----- (DESIGN-BUILD FIRM) DESIGN MANAGER -----
REVISED	----- (DESIGN-BUILD FIRM) PROJECT MANAGER -----
	----- VDOT PROJECT MANAGER -----
	----- VDOT DISTRICT CONSTRUCTION ENGINEER OR PPTA PROGRAM MANAGER -----
	----- CHIEF ENGINEER -----
	APPROVED FOR RIGHT OF WAY ACQUISITION
	----- CHIEF OF POLICY -----

Copyright 2025, Commonwealth of Virginia



Begin Project
0081-080-947
P-101
MM 143.0

End Project
0081-080-947
P-101
MM 151.7

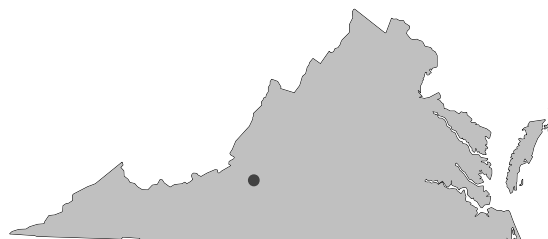
Notes

Limited access control modifications approved by the Highway Commission by resolution dated October 4, 1956; by the State Highway Commission by resolutions dated April 24, 1958, December 17, 1970, and June 8, 1972; by the State Highway and Transportation Commission by resolution dated February 16, 1984; and by the Commonwealth Transportation Board by resolutions dated May 21, 1987, and July 18, 2012.

Disclaimer

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Project Location

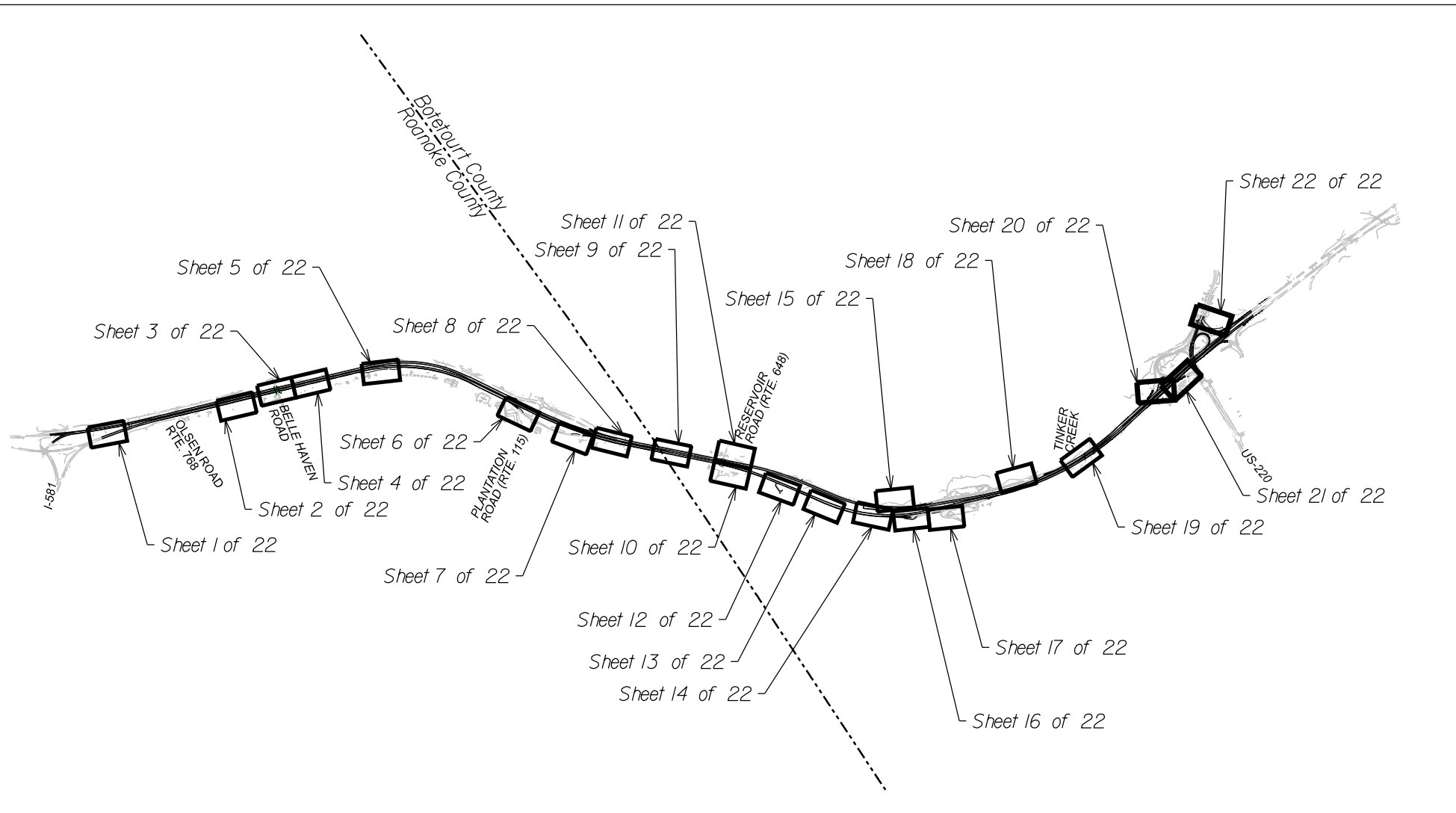


Roanoke County
Botetourt County



Interstate 81 Widening
VDOT Project # 0081-080-947, P101, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Vicinity Map



Notes

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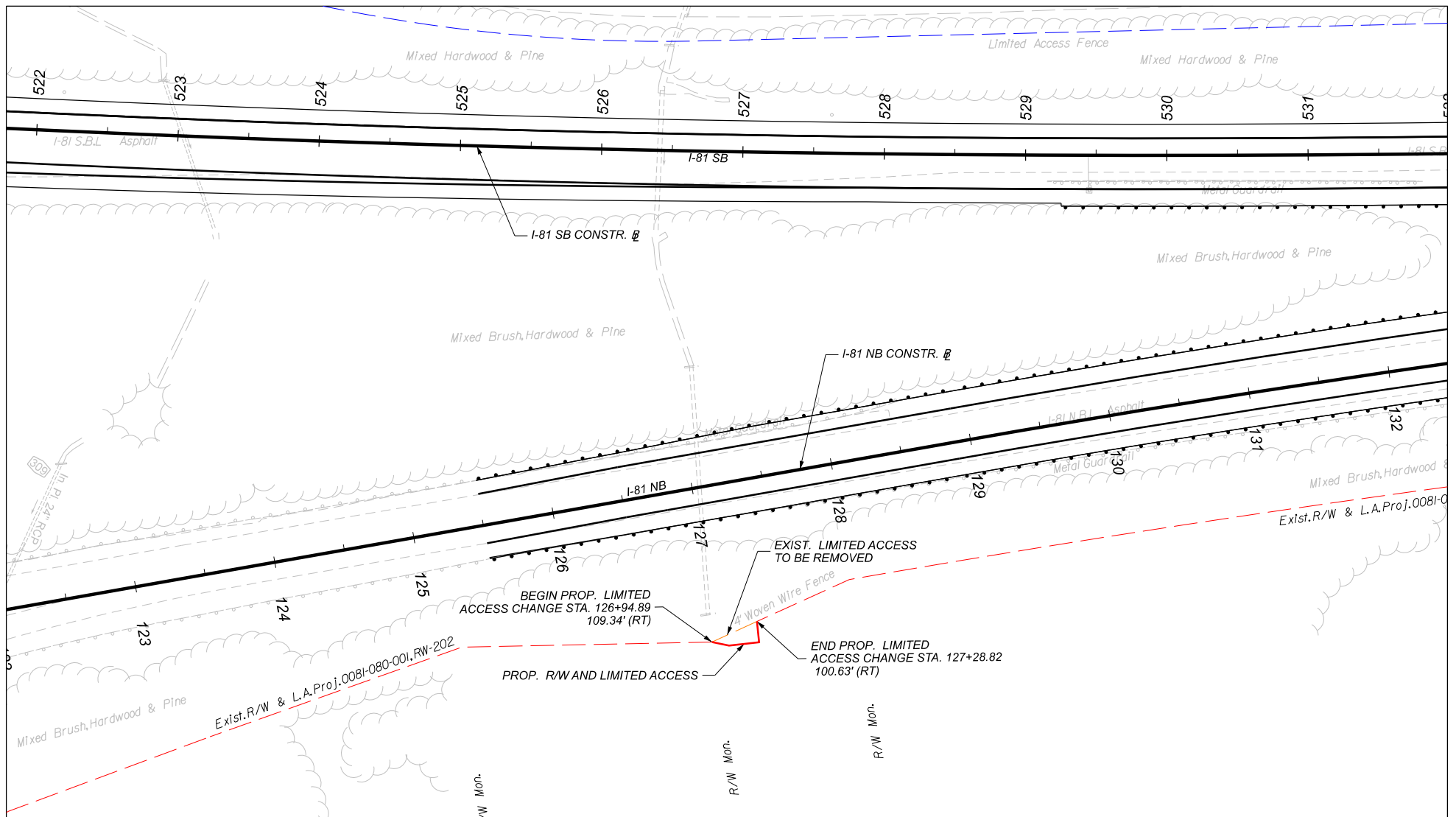
Project Location



Interstate 81 Widening
VDOT Project # 0081-080-947, P101, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Roanoke/Botetourt County

Sheet 00 of 22



Notes

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Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



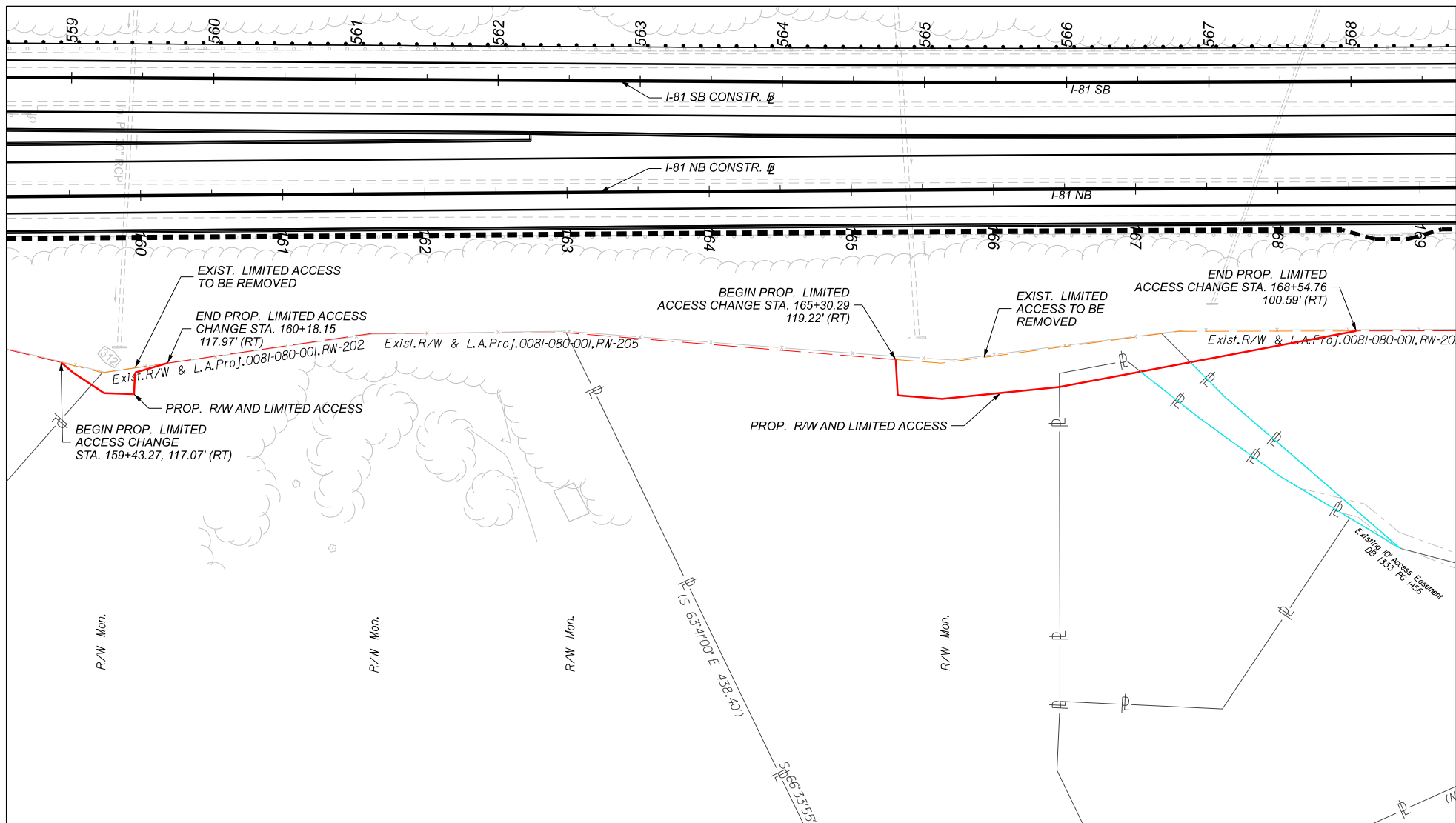
SCALE



Interstate 81 Widening
VDOT Project # 0081-080-947, PI01, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Roanoke County

Sheet 01 of 22



Notes

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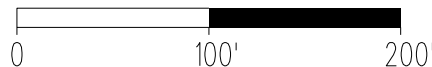
Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



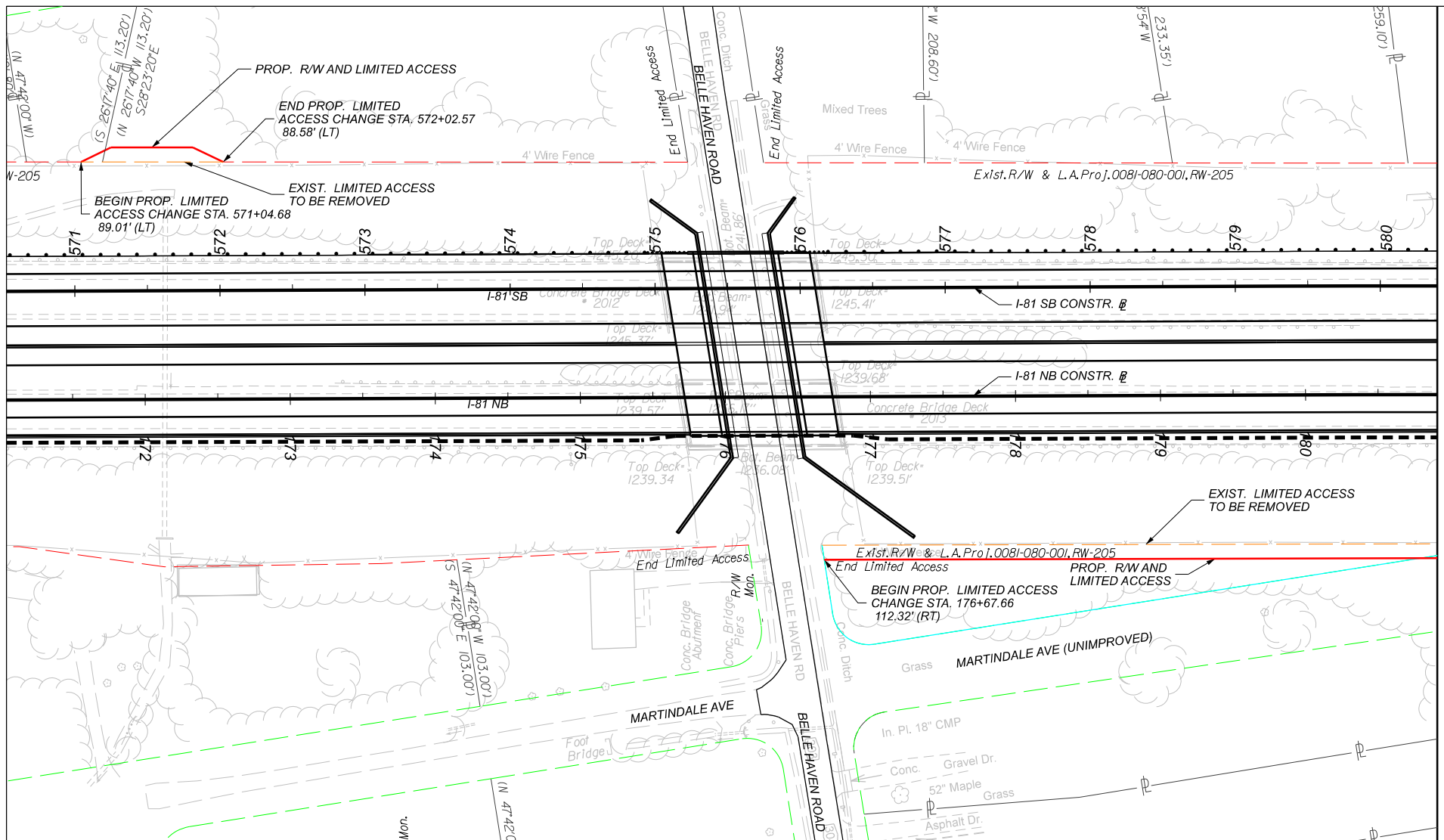
SCALE



Interstate 81 Widening
VDOT Project # 0081-080-947, P101, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Roanoke County

Sheet 02 of 22



MATCHLINE SEE EXHIBIT 04

Notes

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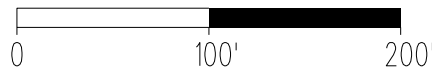
Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



SCALE

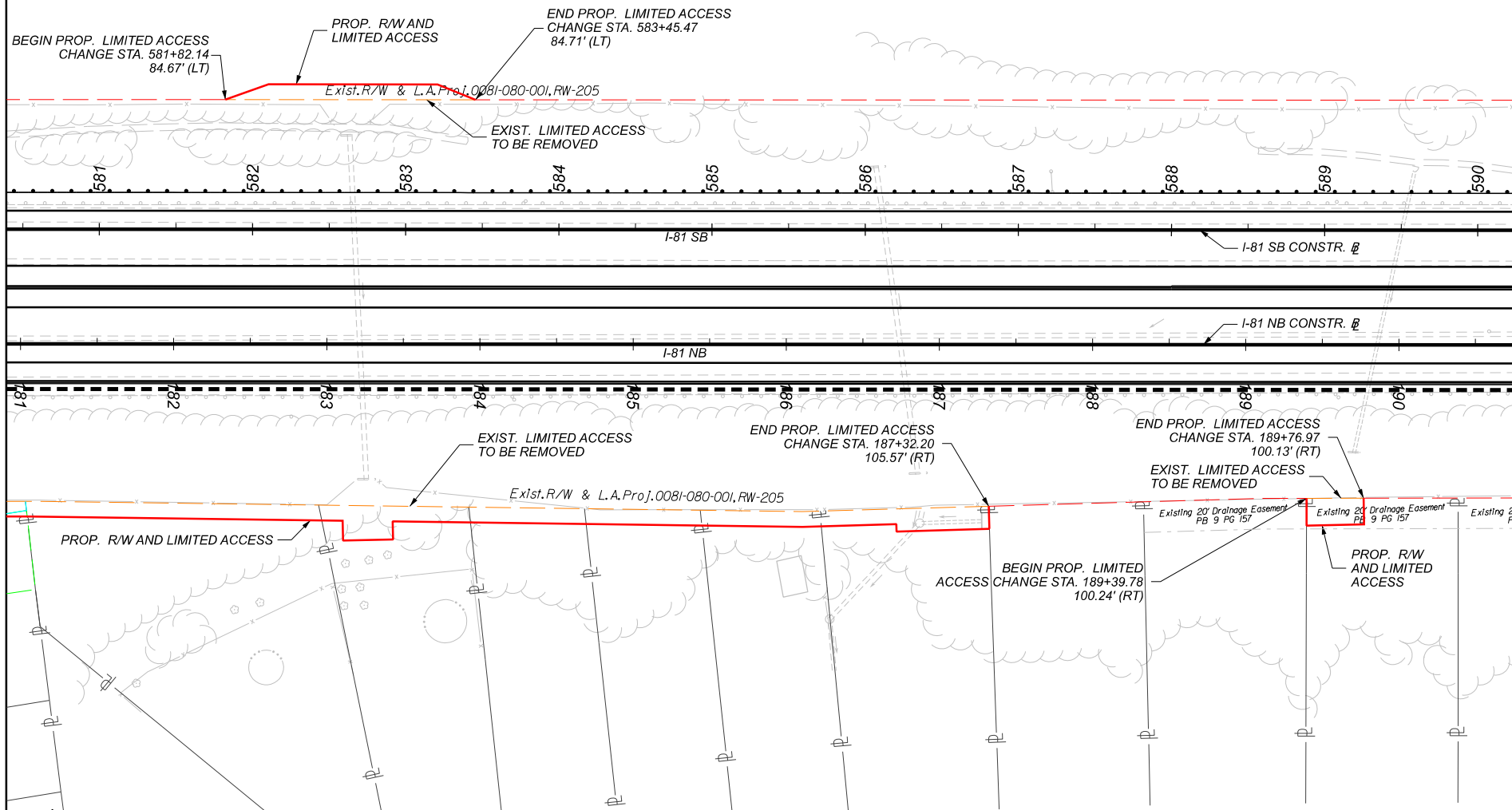


Interstate 81 Widening
VDOT Project # 0081-080-947, P101, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Roanoke County

Sheet 03 of 22

MATCHLINE SEE EXHIBIT 03



Notes

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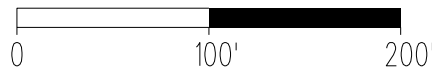
Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



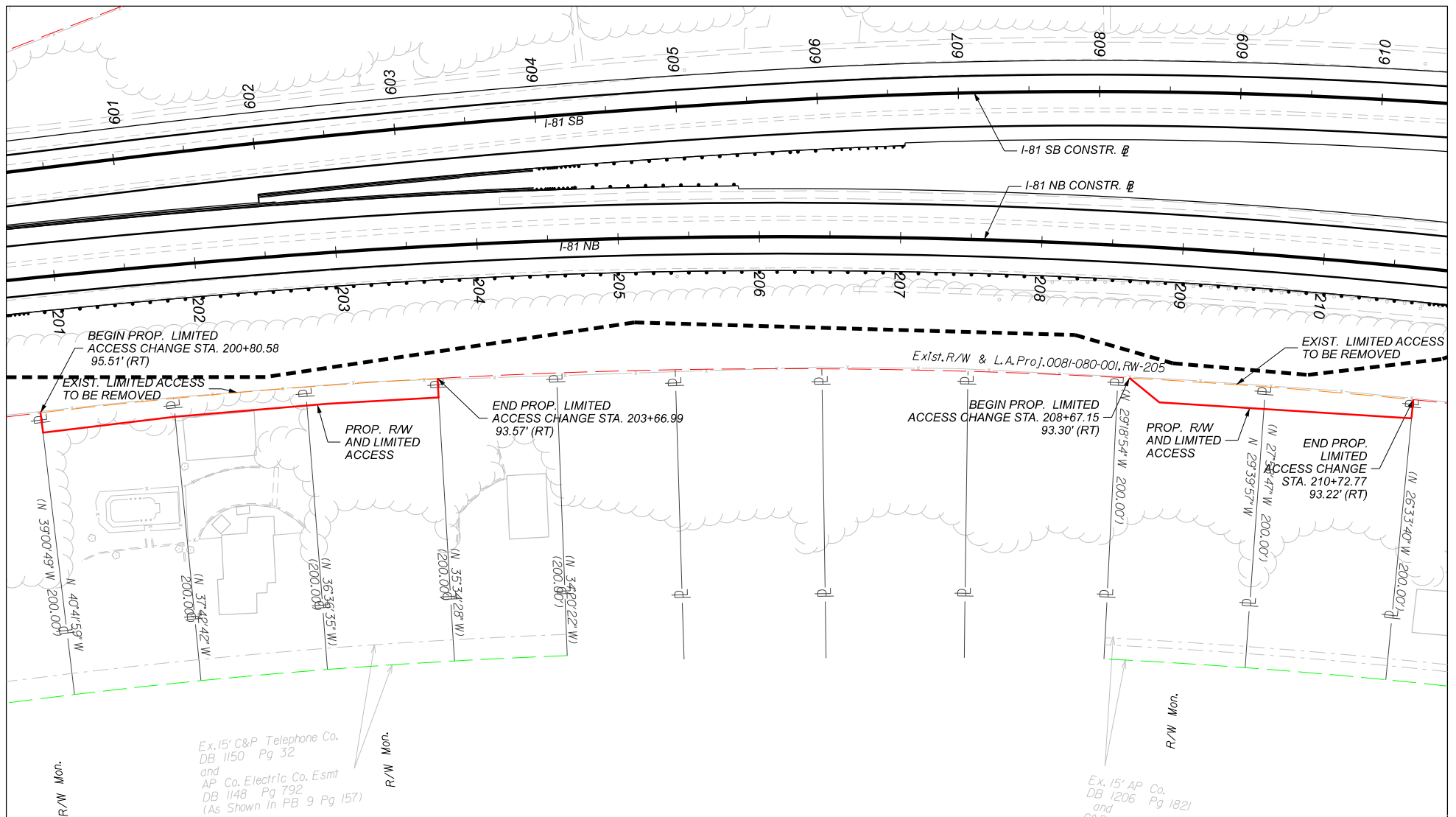
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Interstate 81 Widening
VDOT Project # 0081-080-947, PI01, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Roanoke County

Sheet 04 of 22



Notes

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Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



Roanoke County
Botetourt County

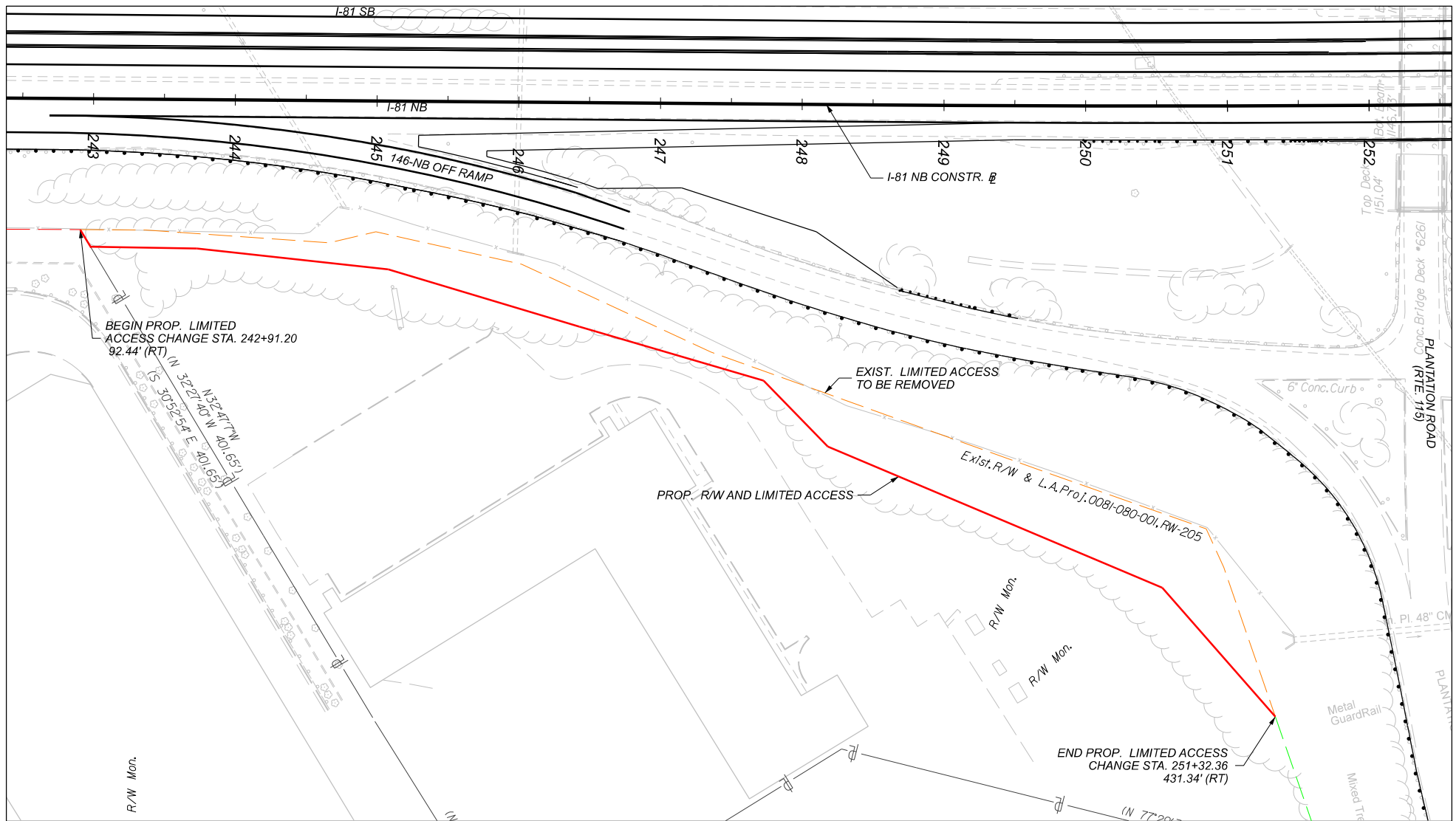
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Interstate 81 Widening
VDOT Project # 0081-080-947, P101, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Roanoke County

Sheet 05 of 22



Notes

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Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



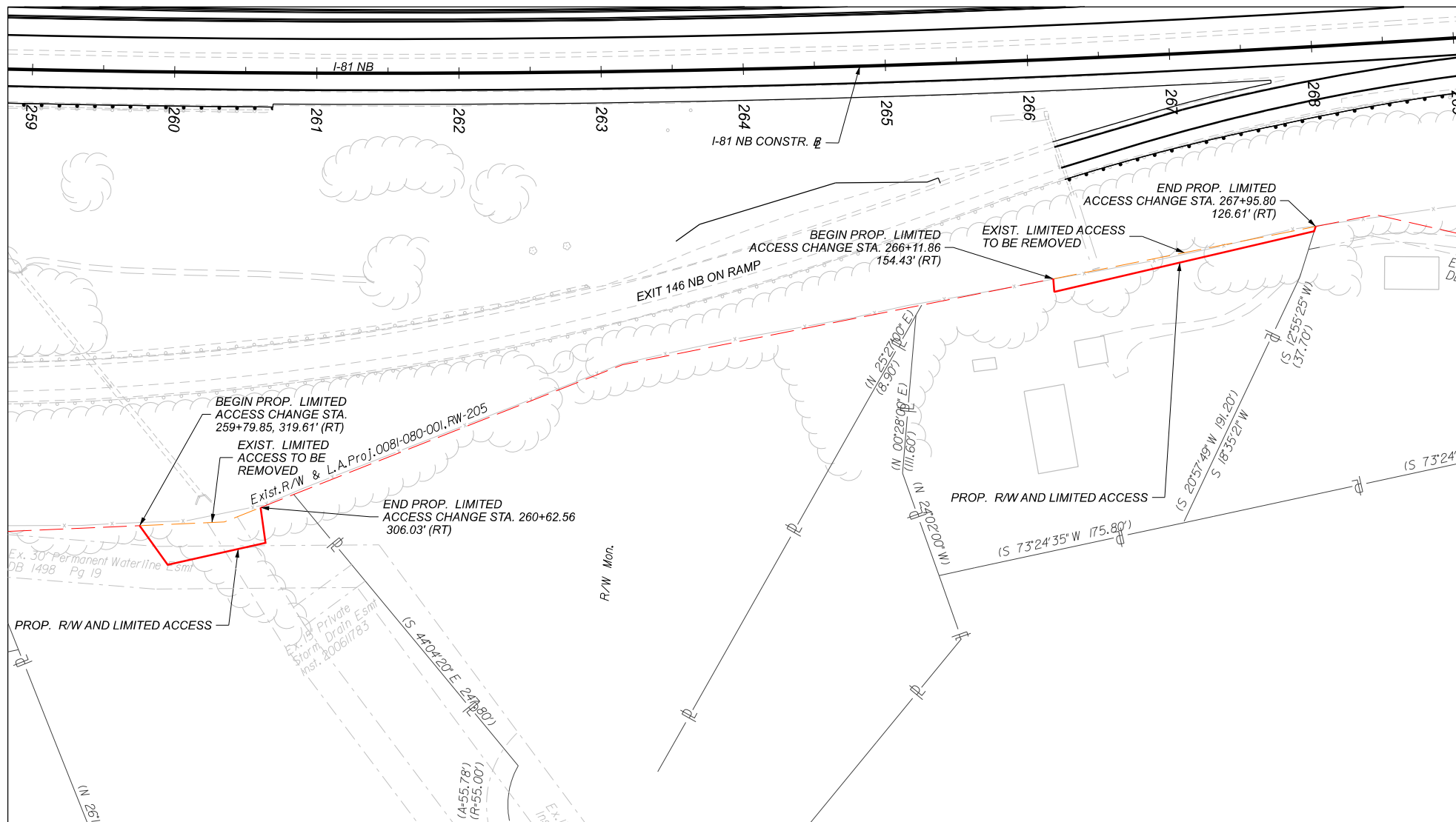
SCALE



Interstate 81 Widening
VDOT Project # 0081-080-947, PI01, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Roanoke County

Sheet 06 of 22



Notes

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Legend

Legend for line types and colors:

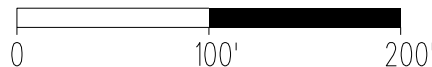
- Exist. Property Line: Solid black line with a perpendicular tick mark.
- Exist. R/W: Dashed green line.
- Prop. R/W: Solid green line.
- Exist. Limited Access Line: Dashed blue line.
- Prop. Limited Access Line: Solid blue line.
- Exist. R/W & Limited Access Line: Dashed red line.
- Prop. R/W & Limited Access Line: Solid red line.
- Exist. Limited Access Being Removed: Dashed orange line.
- Prop. Acquisition Line: Solid cyan line.

Project Location



Roanoke County
Botetourt County

SCALE

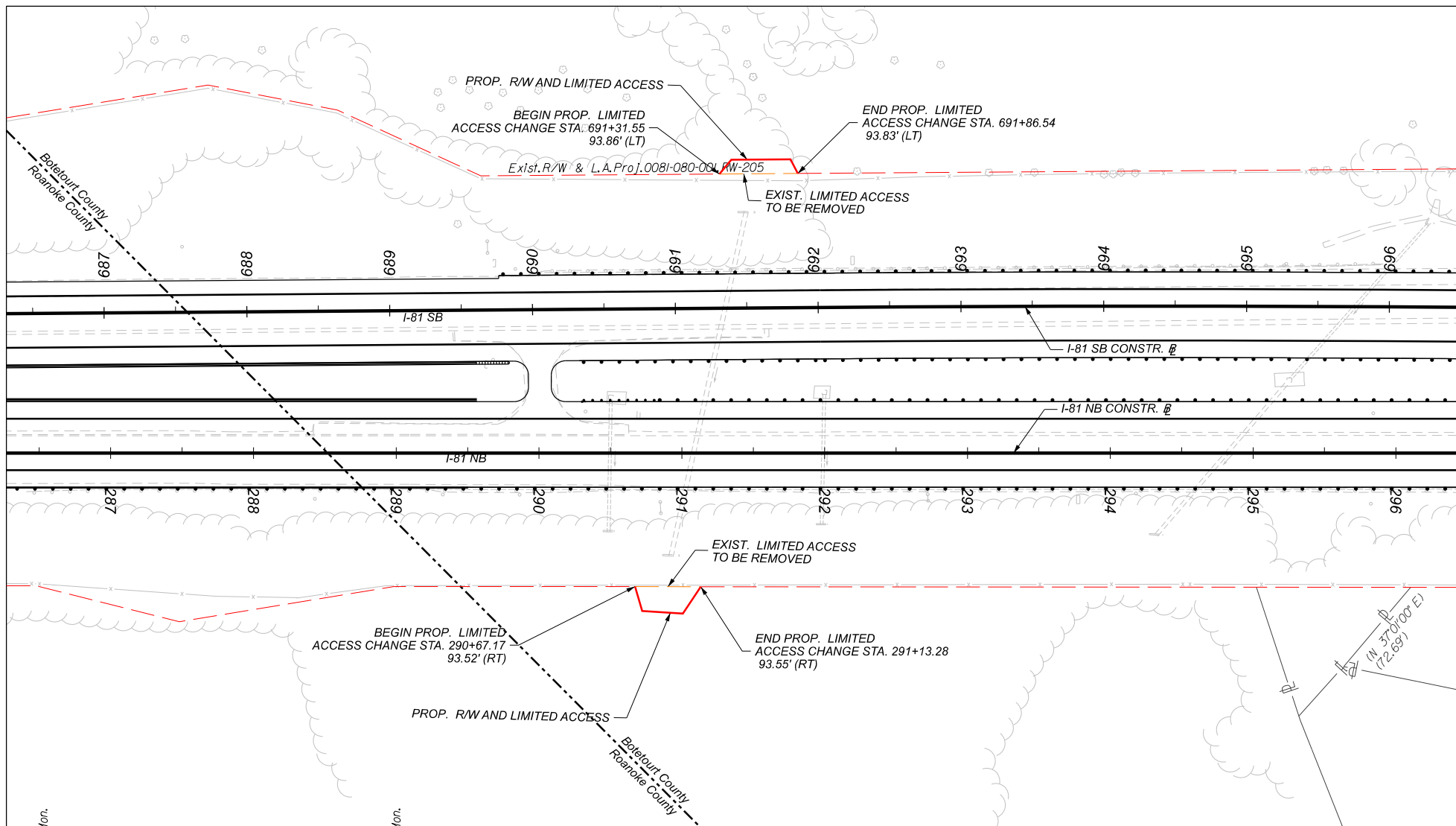


**Virginia Department
of Transportation**

Interstate 81 Widening
VDOT Project # 0081-080-947, PI01, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Roanoke County

Sheet 07 of 22



Notes

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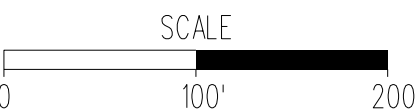
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Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location

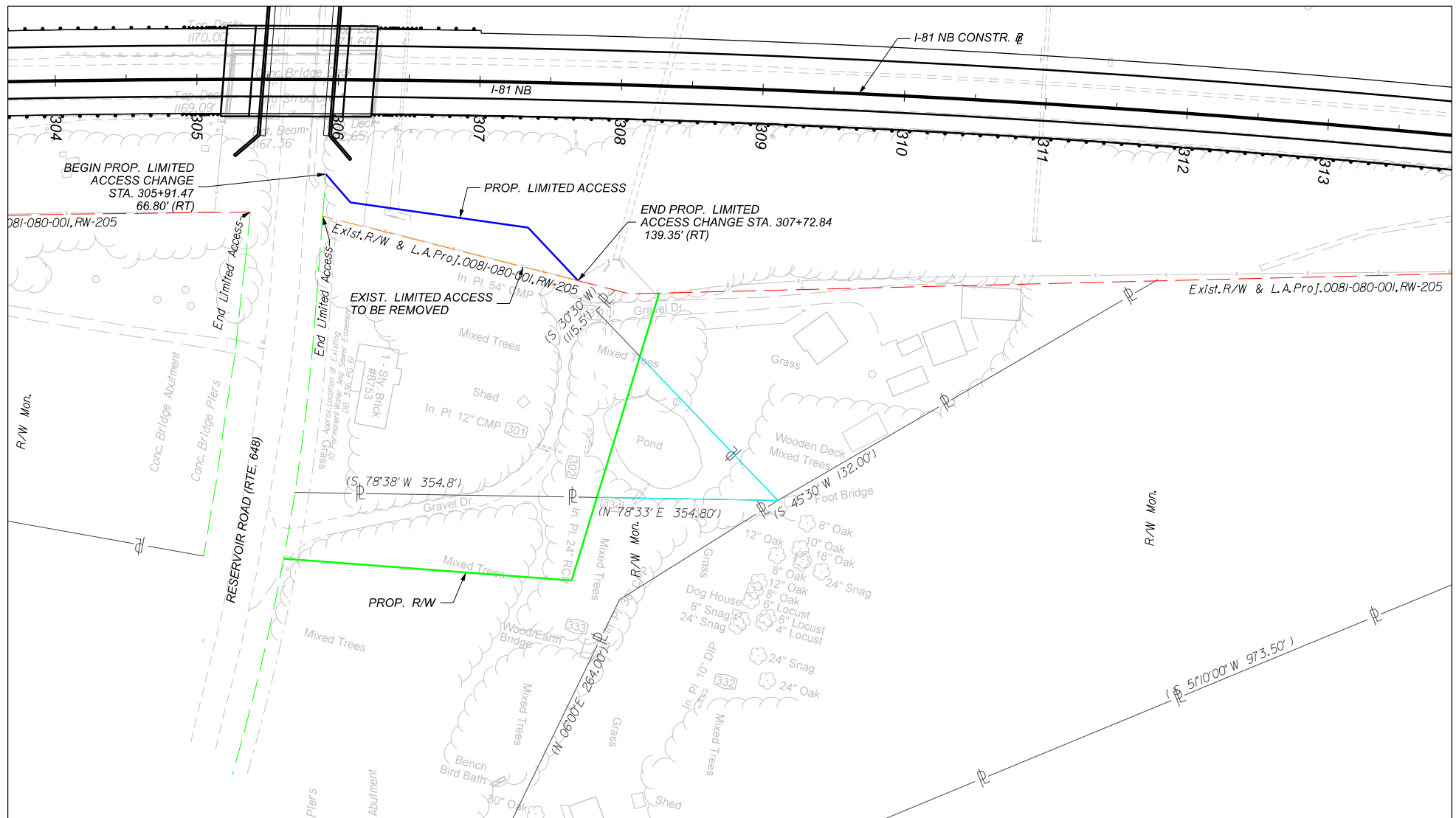


VDOT Virginia Department of Transportation

Interstate 81 Widening
VDOT Project # 0081-080-947, P101, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Roanoke/Botetourt Counties

Sheet 09 of 22



Notes

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Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



Roanoke County
Botetourt County

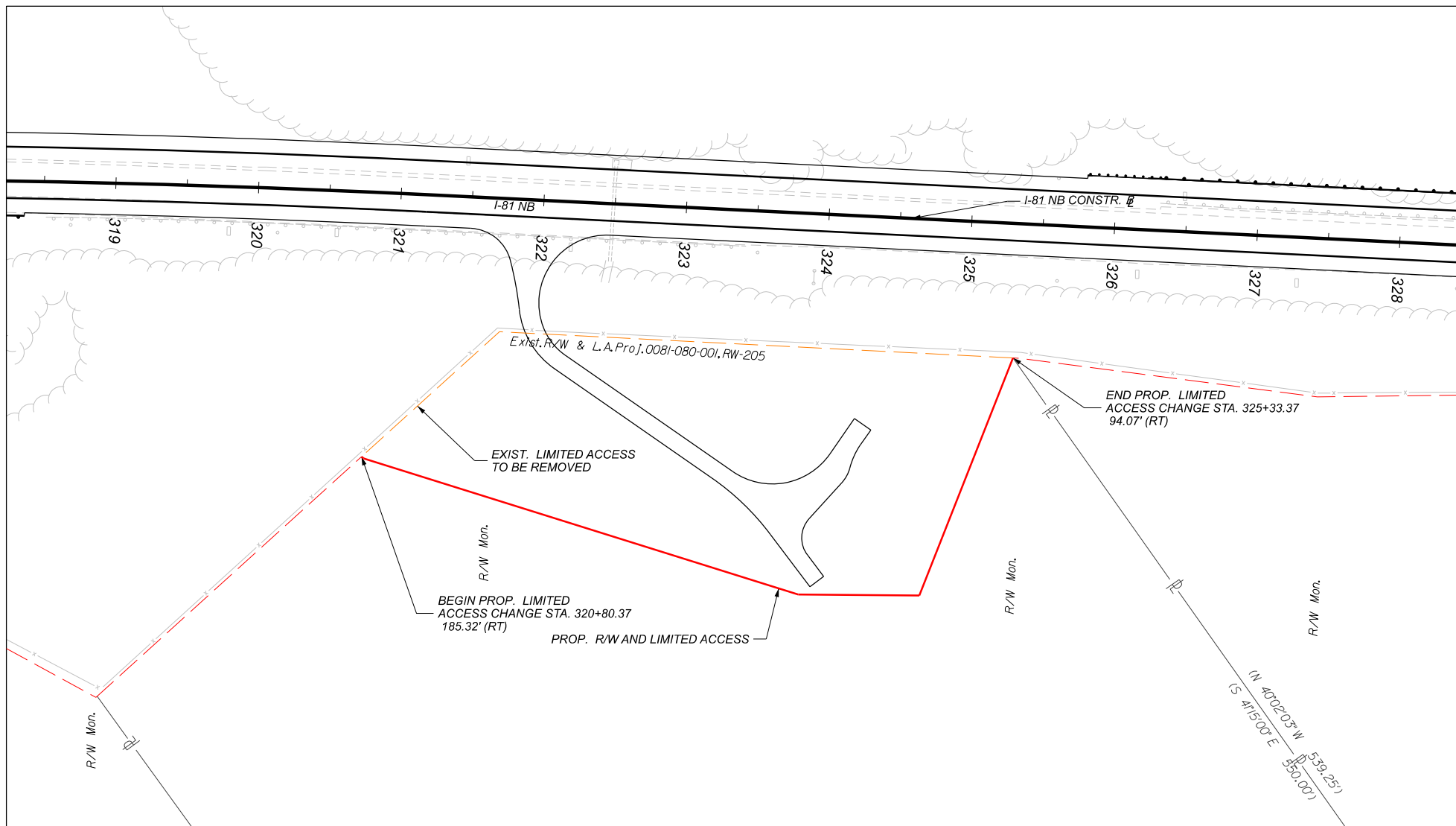
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Interstate 81 Widening
VDOT Project # 0081-080-947, P101, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Botetourt County

Sheet 10 of 22



Notes

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Legend

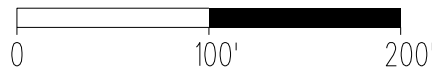
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Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



Roanoke County
Botetourt County

SCALE

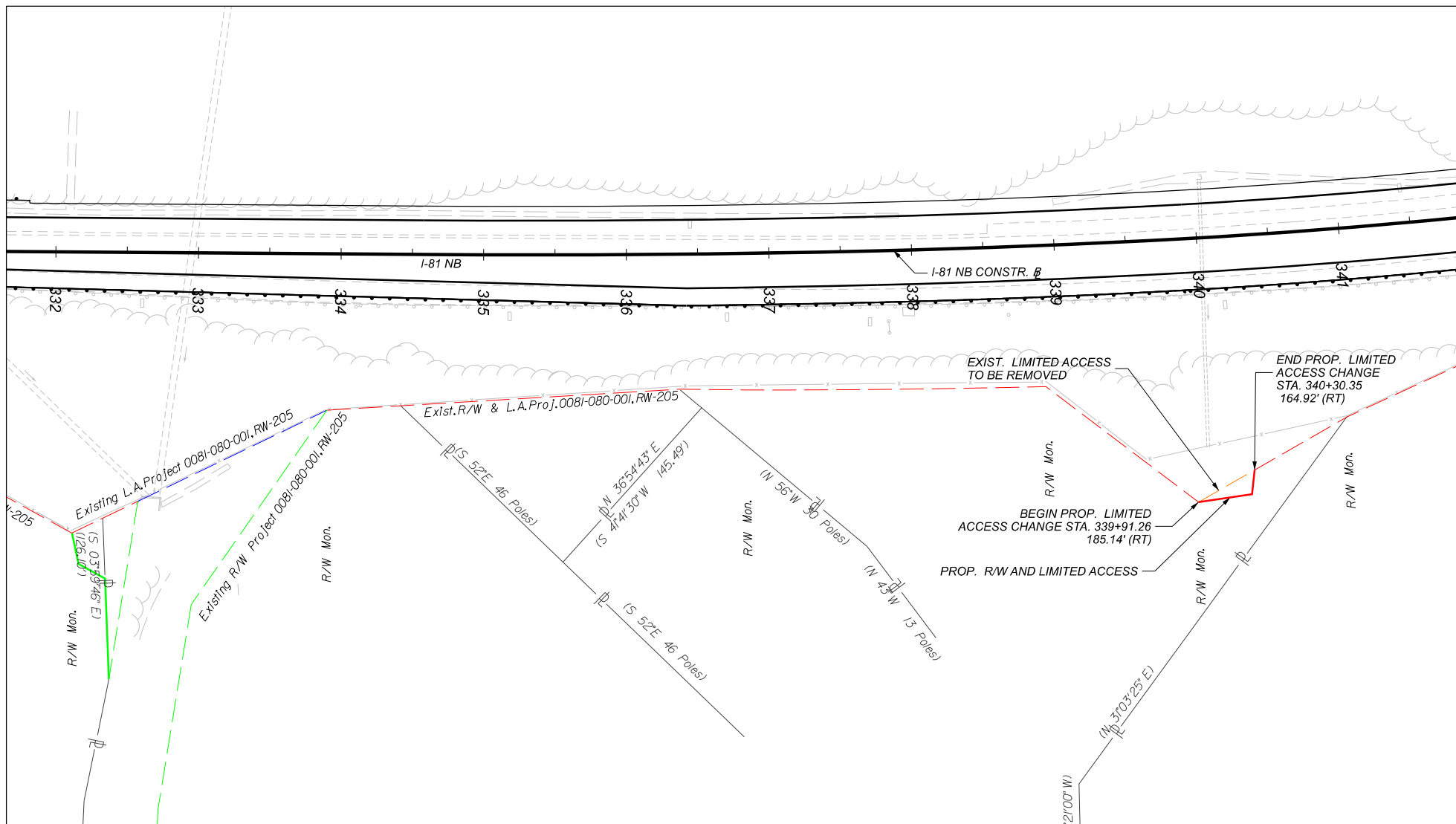


**Virginia Department
of Transportation**

Interstate 81 Widening
VDOT Project # 0081-080-947, P101, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Botetourt County

Sheet 12 of 22



Notes

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Legend

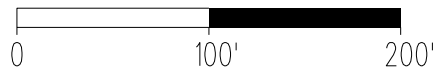
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Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



Roanoke County
Botetourt County

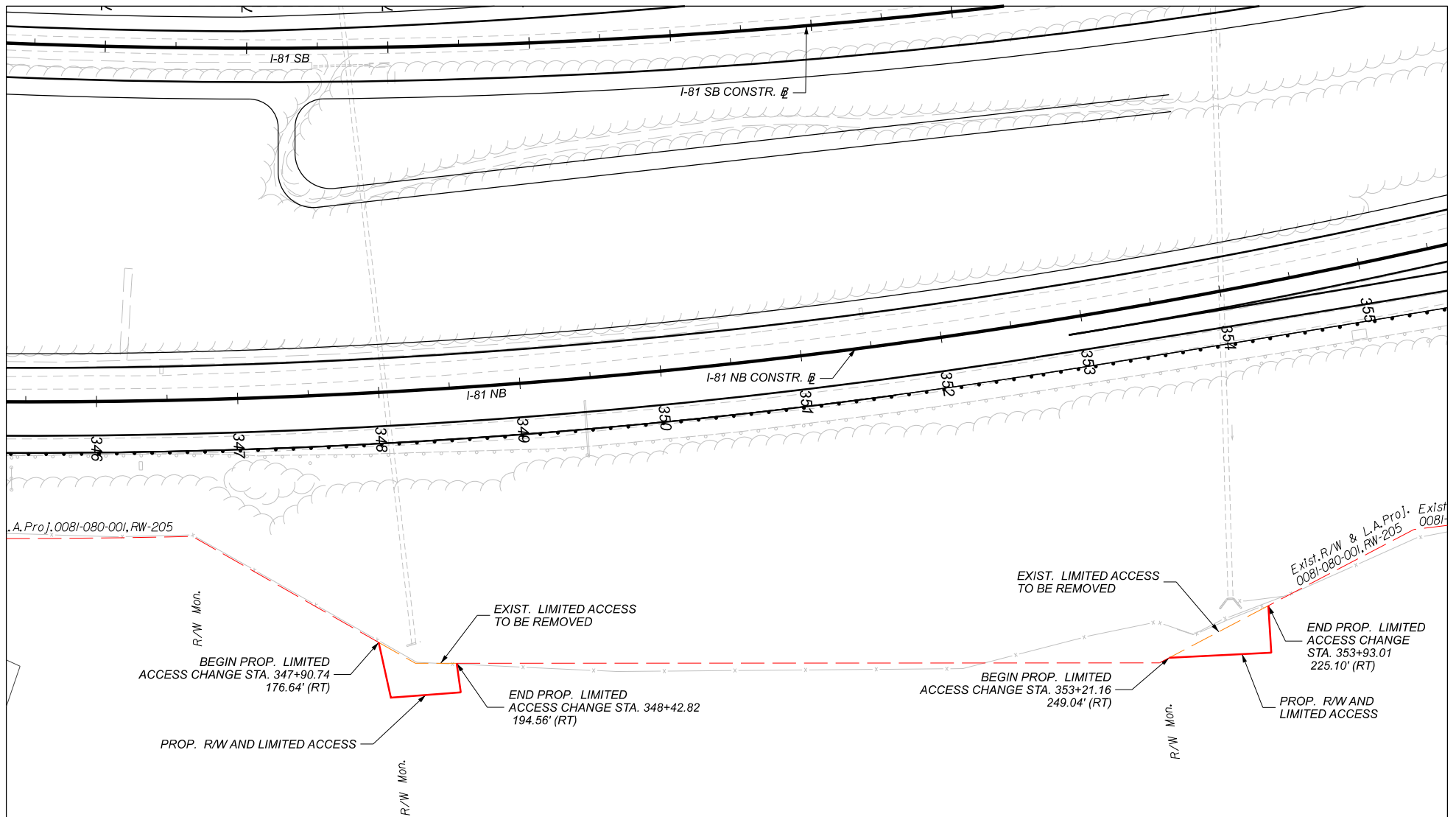
SCALE



Interstate 81 Widening
VDOT Project # 0081-080-947, PI01, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Botetourt County

Sheet 13 of 22



Notes

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Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



Roanoke County
Botetourt County

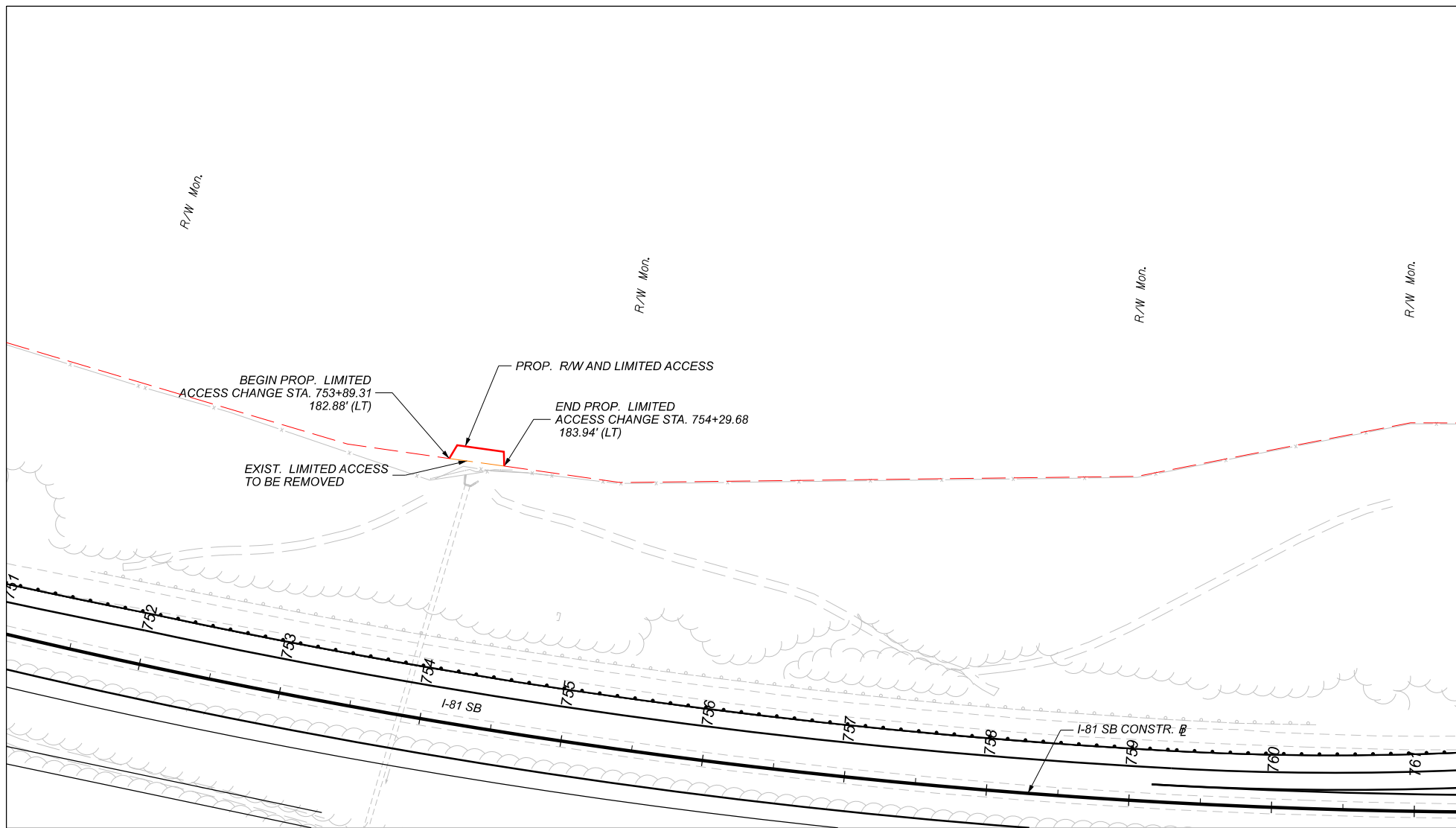
SCALE



Interstate 81 Widening
VDOT Project # 0081-080-947, P101, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Botetourt County

Sheet 14 of 22



Notes

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Legend

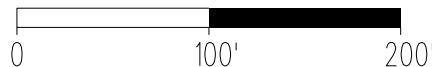
Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



Roanoke County
Botetourt County

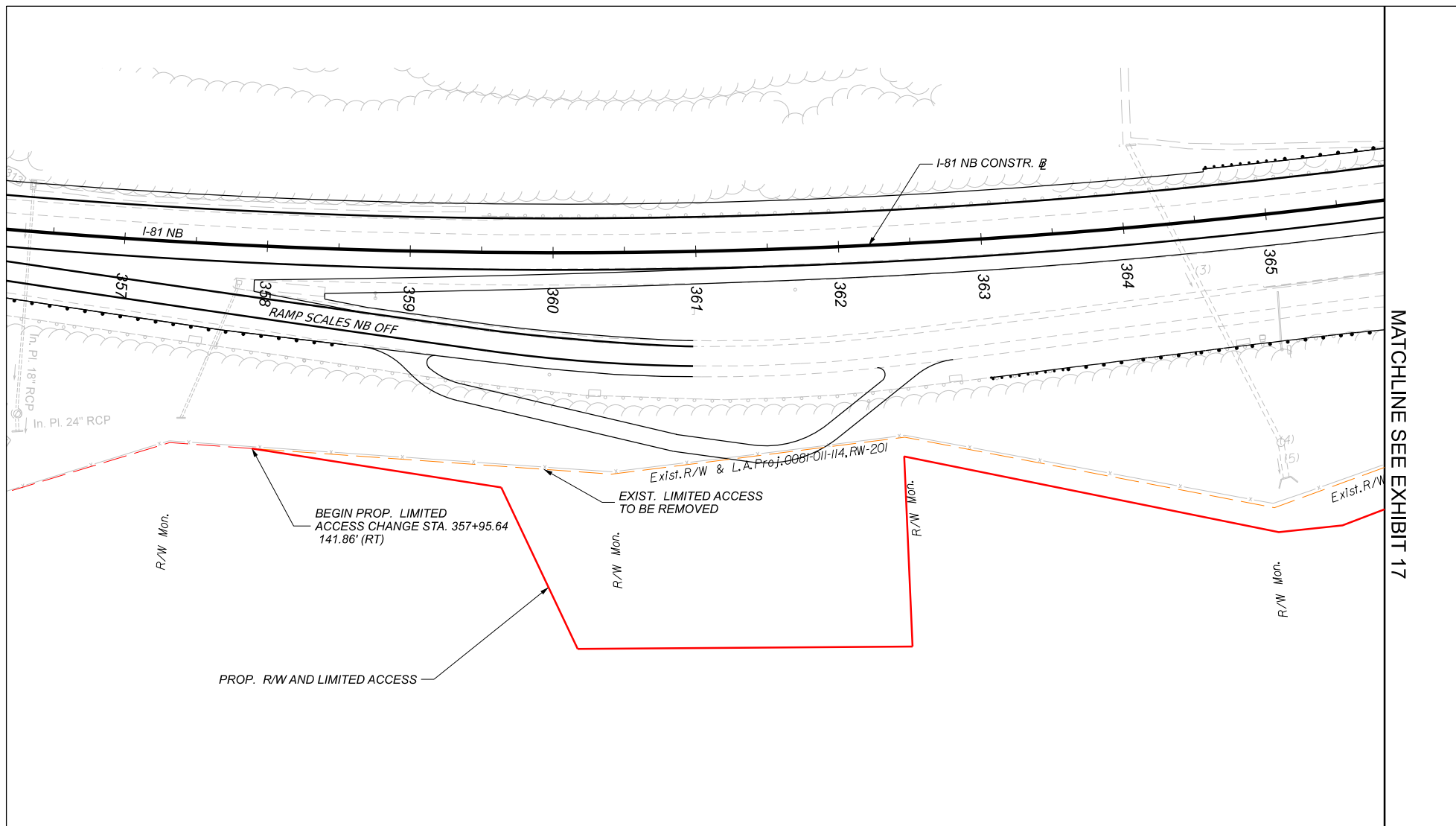
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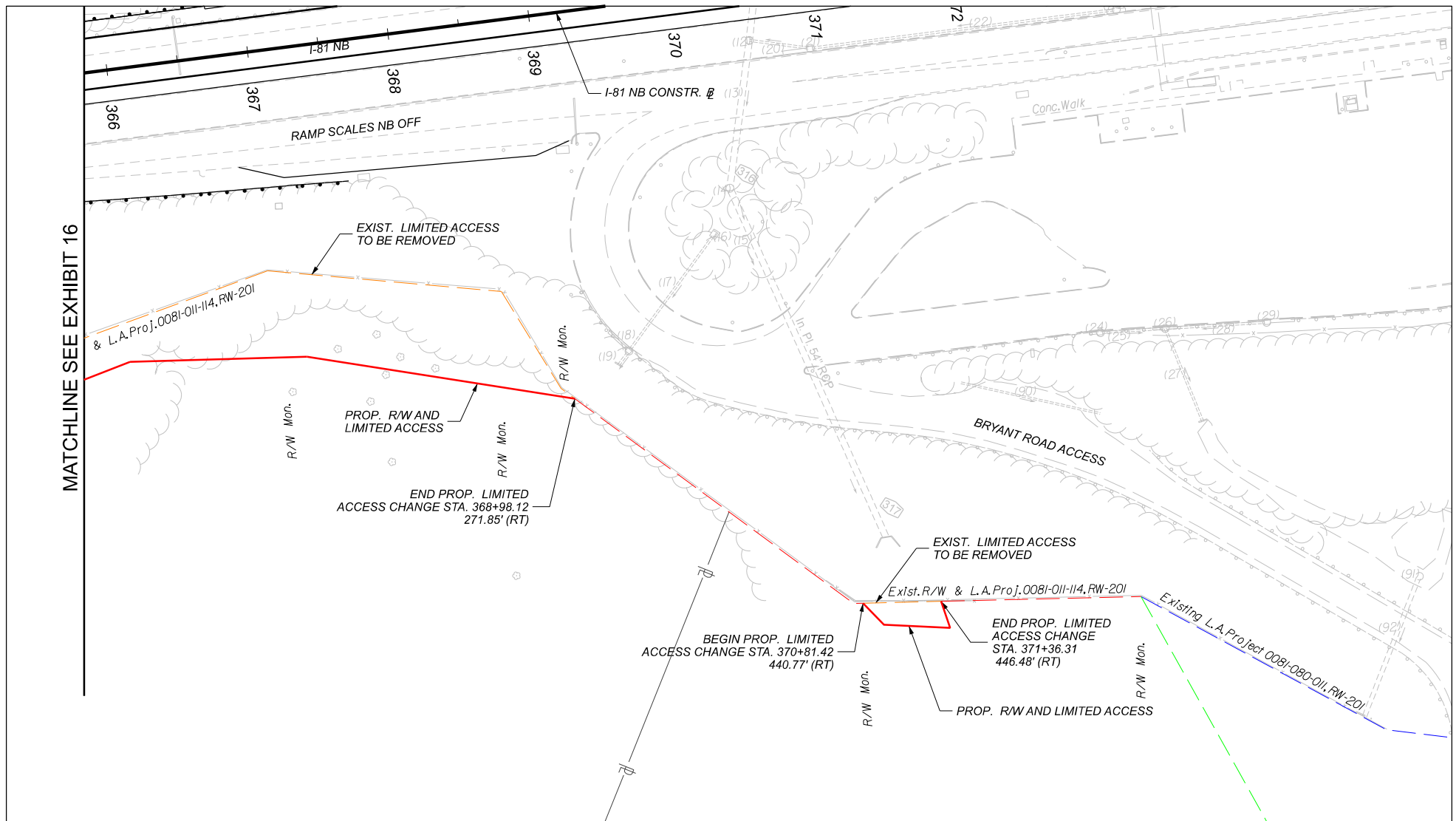
Interstate 81 Widening
VDOT Project # 0081-080-947, P101, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Botetourt County

Sheet 15 of 22



Notes	Legend	Project Location	
Limited access control modifications approved by the Highway Commission by resolution dated October 4, 1956, and by the Commonwealth Transportation Board by resolution on May 21, 1987. 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 easement for right of way may be required beyond the proposed right of way shown on these plans.	Exist. Property Line ———— P ———— Exist. R/W ———— ———— Prop. R/W ———— ———— Exist. Limited Access Line ———— ———— Prop. Limited Access Line ———— ———— Exist. R/W & Limited Access Line ———— ———— Prop. R/W & Limited Access Line ———— ———— Exist. Limited Access Being Removed ———— ———— Prop. Acquisition Line ———— ————	North Arrow Roanoke County Botetourt County SCALE 0 100' 200'	



Notes

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Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



Roanoke County
Botetourt County

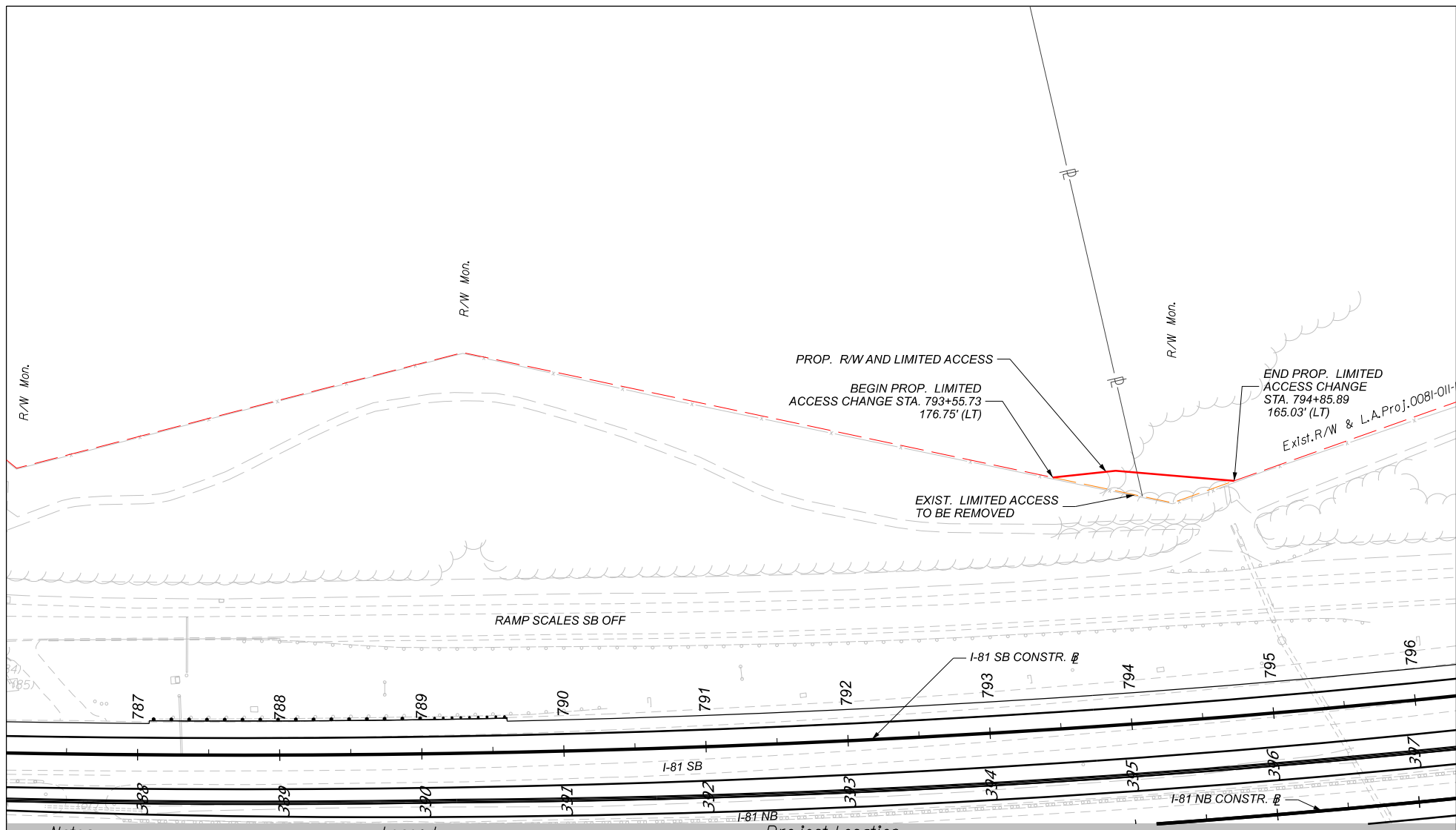
SCALE



Interstate 81 Widening
VDOT Project # 0081-080-947, P101, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Botetourt County

Sheet 17 of 22



Notes

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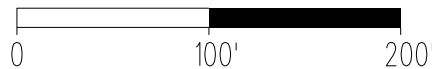
Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



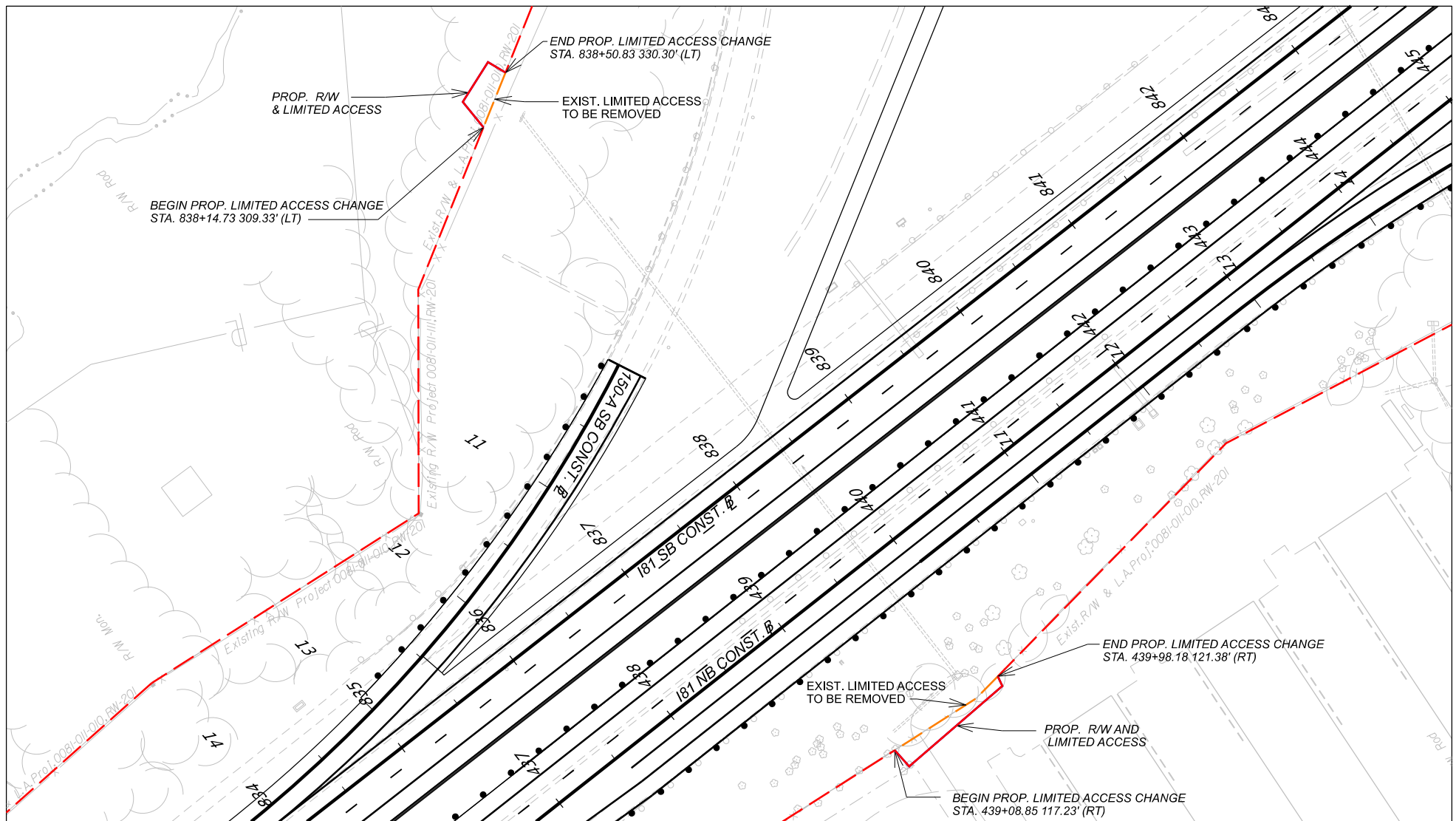
SCALE



Interstate 81 Widening
VDOT Project # 0081-080-947, P101, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Botetourt County

Sheet 18 of 22



Notes

Limited access control modifications approved by the Highway Commission by resolution dated October 4, 1956, and by the State Highway Commission by resolution on April 24, 1958 and by the State Highway and Transportation Commission on February 16, 1984.

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 easement for right of way may be required beyond the proposed right of way shown on these plans.

Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	

Project Location



Roanoke County
Botetourt County

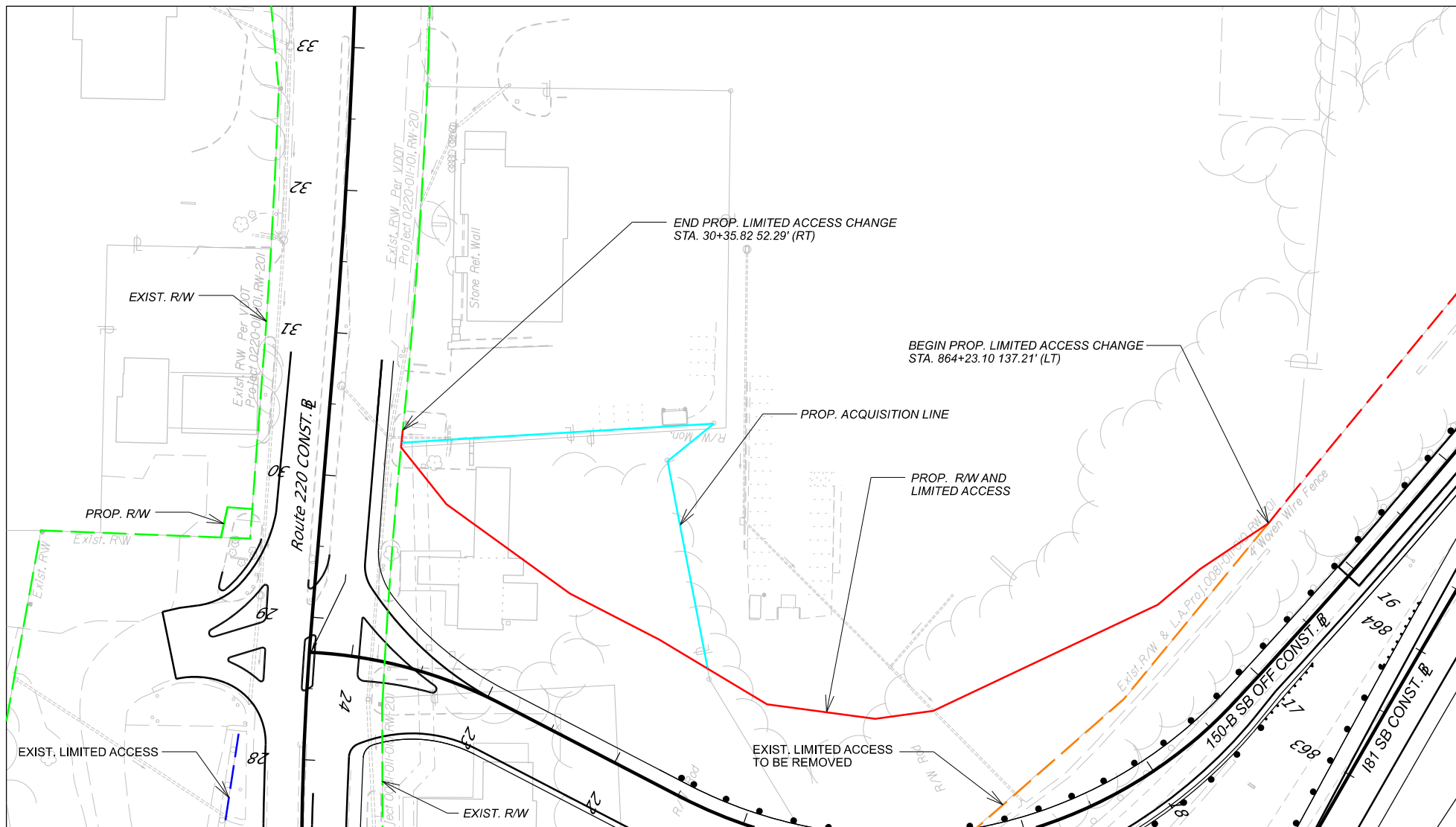
SCALE



Interstate 81 Widening
VDOT Project # 008I-080-947, PI0I, R20I, C50I,
B60I, B602, B603, B604, B605, B696, B698, B699
(UPC# 11620I)

Botetourt County

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Notes

Limited access control modifications approved by the Highway Commission by resolution dated October 4, 1956, and by the State Highway Commission by resolution on April 24, 1958 and December 17, 1970.

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 easement for right of way may be required beyond the proposed right of way shown on these plans.

Legend

Exist. Property Line	
Exist. R/W	
Prop. R/W	
Exist. Limited Access Line	
Prop. Limited Access Line	
Exist. R/W & Limited Access Line	
Prop. R/W & Limited Access Line	
Exist. Limited Access Being Removed	
Prop. Acquisition Line	



Roanoke County
Botetourt County

SCALE



VDOT Virginia Department of Transportation

Interstate 81 Widening
VDOT Project # 0081-080-947, PI01, R201, C501,
B601, B602, B603, B604, B605, B696, B698, B699
(UPC# 116201)

Botetourt County

Sheet 22 of 22

Limited Access Control Point Stations and Offsets Table			
UPC 116201, 0081-080-947, PE-101, RW-201, C-501, B-696, B-698, B-699, B-601, B-602, B-603, B-604, B-605			
Exhibit Sheet No.	Station	Offset	Baseline
1	126+94.89	109.34' RT	I-81 Northbound
1	127+06.39	114.03' RT	I-81 Northbound
1	127+27.80	115.28' RT	I-81 Northbound
1	127+28.82	100.63' RT	I-81 Northbound
2	159+43.27	117.07' RT	I-81 Northbound
2	159+51.85	124.29' RT	I-81 Northbound
2	159+73.31	138.85' RT	I-81 Northbound
2	159+94.36	139.69' RT	I-81 Northbound
2	159+95.21	124.47' RT	I-81 Northbound
2	160+18.15	117.97' RT	I-81 Northbound
2	165+30.29	119.22' RT	I-81 Northbound
2	165+31.58	144.43' RT	I-81 Northbound
2	165+62.85	147.17' RT	I-81 Northbound
2	166+45.81	139.23' RT	I-81 Northbound
2	168+54.76	100.59' RT	I-81 Northbound
3	571+04.68	89.01' LT	I-81 Southbound
3	571+25.23	98.92' LT	I-81 Southbound
3	571+81.67	98.67' LT	I-81 Southbound
3	572+02.57	88.58' LT	I-81 Southbound
3	176+67.66	112.32' RT	I-81 Northbound
4	181+04.31	112.66' RT	I-81 Northbound
4	183+10.43	115.30' RT	I-81 Northbound
4	183+10.70	128.27' RT	I-81 Northbound
4	183+43.37	127.58' RT	I-81 Northbound
4	183+43.12	115.72' RT	I-81 Northbound
4	186+10.37	119.15' RT	I-81 Northbound
4	186+10.79	119.14' RT	I-81 Northbound
4	186+71.92	117.35' RT	I-81 Northbound
4	186+72.14	122.10' RT	I-81 Northbound
4	187+32.78	120.32' RT	I-81 Northbound
4	187+32.20	105.57 RT	I-81 Northbound
4	581+82.14	84.67' LT	I-81 Southbound
4	582+10.41	94.68' LT	I-81 Southbound
4	583+20.72	94.71' LT	I-81 Southbound
4	583+45.47	84.71' LT	I-81 Southbound
4	189+39.78	100.24' RT	I-81 Northbound
4	189+39.74	118.01' RT	I-81 Northbound
4	189+77.33	117.21' RT	I-81 Northbound
4	189+76.97	100.13' RT	I-81 Northbound
5	200+80.58	95.51' RT	I-81 Northbound
5	200+80.84	109.68' RT	I-81 Northbound
5	201+76.58	107.21' RT	I-81 Northbound

5	202+86.67	106.64' RT	I-81 Northbound
5	203+67.06	107.17' RT	I-81 Northbound
5	203+66.99	93.57' RT	I-81 Northbound
5	208+67.15	93.30' RT	I-81 Northbound
5	208+89.75	109.34' RT	I-81 Northbound
5	210+72.79	106.53' RT	I-81 Northbound
5	210+72.77	93.22' RT	I-81 Northbound
6	242+91.20	92.44' RT	I-81 Northbound
6	242+98.64	104.64' RT	I-81 Northbound
6	242+99.09	104.41' RT	I-81 Northbound
6	243+73.74	105.04' RT	I-81 Northbound
6	245+08.83	118.85' RT	I-81 Northbound
6	246+43.99	158.12' RT	I-81 Northbound
6	247+74.20	195.29' RT	I-81 Northbound
6	248+19.93	241.42' RT	I-81 Northbound
6	250+53.99	340.11' RT	I-81 Northbound
6	251+32.36	431.34' RT	I-81 Northbound
7	259+79.85	319.61' RT	I-81 Northbound
7	259+99.44	346.90' RT	I-81 Northbound
7	260+66.14	330.86' RT	I-81 Northbound
7	260+62.56	306.03' RT	I-81 Northbound
7	266+11.86	154.43' RT	I-81 Northbound
7	266+12.22	163.56' RT	I-81 Northbound
7	267+94.62	129.81' RT	I-81 Northbound
7	267+95.80	126.61' RT	I-81 Northbound
8	269+96.04	164.55' RT	I-81 Northbound
8	270+05.07	210.77' RT	I-81 Northbound
8	270+80.25	216.15' RT	I-81 Northbound
8	270+87.87	215.02' RT	I-81 Northbound
8	271+30.25	208.85' RT	I-81 Northbound
8	272+73.44	189.20' RT	I-81 Northbound
8	275+04.70	196.89' RT	I-81 Northbound
8	275+71.12	195.55' RT	I-81 Northbound
8	276+01.07	297.69' RT	I-81 Northbound
8	277+97.02	300.19' RT	I-81 Northbound
8	277+87.90	94.22' RT	I-81 Northbound
8	671+98.70	154.94' LT	I-81 Southbound
8	672+20.16	157.98' LT	I-81 Southbound
8	673+31.60	153.45' LT	I-81 Southbound
8	675+03.94	119.10' LT	I-81 Southbound
8	676+44.50	98.63' LT	I-81 Southbound
9	290+67.17	93.52' RT	I-81 Northbound
9	290+72.16	110.59' RT	I-81 Northbound
9	291+00.75	112.37' RT	I-81 Northbound
9	291+13.28	93.55' RT	I-81 Northbound
9	691+31.55	93.86' LT	I-81 Southbound

9	691+39.93	103.86' LT	I-81 Southbound
9	691+81.44	103.83' LT	I-81 Southbound
9	691+86.54	93.83' LT	I-81 Southbound
10	305+91.47	66.80' RT	I-81 Northbound
10	306+09.05	86.65' RT	I-81 Northbound
10	307+36.24	102.62' RT	I-81 Northbound
10	307+72.84	139.35' RT	I-81 Northbound
11	707+36.02	117.88' LT	I-81 Southbound
11	707+63.34	131.27' LT	I-81 Southbound
11	709+23.92	150.73' LT	I-81 Southbound
11	709+39.05	139.70' LT	I-81 Southbound
12	320+80.37	185.32' RT	I-81 Northbound
12	320+82.02	186.46' RT	I-81 Northbound
12	323+91.29	266.74' RT	I-81 Northbound
12	324+75.93	263.38' RT	I-81 Northbound
12	325+33.37	94.07' RT	I-81 Northbound
13	339+91.26	185.14' RT	I-81 Northbound
13	340+27.67	181.81' RT	I-81 Northbound
13	340+30.35	164.92' RT	I-81 Northbound
14	347+90.74	176.64' RT	I-81 Northbound
14	347+96.99	216.03' RT	I-81 Northbound
14	348+44.36	215.25' RT	I-81 Northbound
14	348+42.82	194.56' RT	I-81 Northbound
14	353+21.16	249.04' RT	I-81 Northbound
14	353+89.17	258.04' RT	I-81 Northbound
14	353+93.01	225.10' RT	I-81 Northbound
15	753+89.31	182.88' LT	I-81 Southbound
15	753+93.35	193.01' LT	I-81 Southbound
15	754+27.68	193.90' LT	I-81 Southbound
15	754+29.68	183.94' LT	I-81 Southbound
16	357+95.64	141.86' RT	I-81 Northbound
16	359+65.13	164.42' RT	I-81 Northbound
16	360+16.53	277.35' RT	I-81 Northbound
16	362+37.48	281.96' RT	I-81 Northbound
16	362+38.44	148.78' RT	I-81 Northbound
16	364+85.67	222.18' RT	I-81 Northbound
16	365+28.47	222.46' RT	I-81 Northbound
17	365+90.06	206.33' RT	I-81 Northbound
17	367+14.37	218.55' RT	I-81 Northbound
17	368+98.12	271.85' RT	I-81 Northbound
17	370+81.42	440.77' RT	I-81 Northbound
17	370+94.13	457.69' RT	I-81 Northbound
17	371+40.25	465.91' RT	I-81 Northbound
17	371+36.31	446.48' RT	I-81 Northbound
18	793+55.73	176.75' LT	I-81 Southbound
18	794+01.19	178.49' LT	I-81 Southbound

18	794+85.89	165.03' LT	I-81 Southbound
19	407+42.99	93.47' RT	I-81 Northbound
19	407+35.16	103.97' RT	I-81 Northbound
19	408+26.87	104.60' RT	I-81 Northbound
19	409+29.33	132.83' RT	I-81 Northbound
19	410+74.69	153.31' RT	I-81 Northbound
19	411+83.94	153.31' RT	I-81 Northbound
19	412+52.63	126.31' RT	I-81 Northbound
19	413+39.76	93.19' RT	I-81 Northbound
19	414+16.93	109.00' RT	I-81 Northbound
19	415+49.54	104.31' RT	I-81 Northbound
19	416+01.60	93.01' RT	I-81 Northbound
19	809+67.13	114.04' LT	I-81 Southbound
19	809+89.16	139.88' LT	I-81 Southbound
19	810+37.48	140.19' LT	I-81 Southbound
19	810+86.36	195.20' LT	I-81 Southbound
19	811+59.09	139.65' LT	I-81 Southbound
19	812+80.12	137.24' LT	I-81 Southbound
19	812+57.74	112.92' LT	I-81 Southbound
20	439+08.85	117.23' RT	I-81 Northbound
20	439+09.85	132.53' RT	I-81 Northbound
20	439+96.45	128.73' RT	I-81 Northbound
20	439+98.18	121.38' RT	I-81 Northbound
20	838+14.73	309.33' LT	I-81 Southbound
20	838+14.31	332.47' LT	I-81 Southbound
20	838+45.64	343.62' LT	I-81 Southbound
20	838+50.83	330.30' LT	I-81 Southbound
21	444+12.64	126.82' RT	I-81 Northbound
21	444+17.17	141.67' RT	I-81 Northbound
21	444+68.23	147.61' RT	I-81 Northbound
21	444+74.77	134.07' RT	I-81 Northbound
21	448+88.12	155.52' RT	I-81 Northbound
21	448+84.80	167.77' RT	I-81 Northbound
21	449+22.32	176.71' RT	I-81 Northbound
21	449+31.85	161.86' RT	I-81 Northbound
22	864+23.10	137.21' LT	I-81 Southbound
22	863+71.91	162.34' LT	I-81 Southbound
22	863+36.30	175.39' LT	I-81 Southbound
22	861+93.65	274.85' LT	I-81 Southbound
22	861+67.79	307.28' LT	I-81 Southbound
22	28+59.81	322.20' RT	Route 220
22	29+04.69	243.46' RT	Route 220
22	29+31.51	178.54' RT	Route 220
22	29+86.73	87.10' RT	Route 220
22	30+23.82	52.12' RT	Route 220
22	30+35.82	52.29' RT	Route 220

**Minutes of the Meeting of the State Highway
Commission of Virginia, held in
Richmond
October 4, 1956**

The Commission met in the Central Office Building, Richmond, Virginia, at 9:00 A.M., Thursday, October 4, 1956. 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 G. 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 \$1,064.54 for work by the A. & D. Railroad, making a total of approximately \$114,500.00 chargeable to this project; to be financed 50/50 State and Federal. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1307-24, Route 800, S. End of Bridge over Claytons Mill Creek-0.884 Mile N. Rockbridge County Line, Augusta County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of \$67,435.18 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 1531-10, Routes 881, 840, 0.01 Mile E. of W. Int. Route 881, (E. of Pissaro)-Franklin County Line, Floyd County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$127,855.70, 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 \$71,580.00 State and \$70,520.00 Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that, Whereas, under authority of Section 33-113.2 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 8, Chapter 1, Title 33, of the Code of Virginia of 1950, as amended. Motion carried.

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

**Minutes of the Meeting of the State Highway
Commission of Virginia, Held in
Richmond, April 24th, 1958.**

The Commission, on call of the chairman, met in the Central Highway Office Building at 9:00 A.M., Thursday, April 24th. The meeting was scheduled in order to consider the allocation of additional Federal Aid funds made available by the Congress of the United States, which Act was signed by the President on April 15th.

Present were Messrs. E. P. Barrow, G. Wallace Carper, S. S. Flythe, S. D. May, Burgess E. Nelson, S. W. Rawls, Tunker C. Watkins, Jr., and F. A. Davis, Chairman. The meeting was called to order by the chairman.

The Commission sent a letter to its absent member, Hon. Wm. A. Wright, expressing pleasure in hearing of his improvement.

It was moved by Mr. Rawls and seconded by Mr. Watkins, that the minutes of the meeting of March 18th be approved, they having been mailed to the members. Motion carried.

Moved by Mr. Rawls and seconded by Mr. May, that the Commission approve the permits issued from March 18th to date, inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Rawls and seconded by Mr. May that the Commission approve the cancellation of permits from March 18th to date, inclusive, as recorded by the Department and authorized June 25, 1947. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the removal of Ferry Slips at Newport News, to the low bidder, Diamond Construction Co., Savannah, Ga., at the bid of \$24,200.00, chargeable to the Revenue Bond Reserve Maintenance Fund, subject to the approval of the consulting engineers. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 0081-095-002, Route 81 (402), Bridge over Ramp "A" and Route 81 E.B.L., Washington County, to the low bidder, Walder & Flournoy, Inc., Richmond, Va., at the bid of \$145,980.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$160,600.00 chargeable to this project to be financed with \$16,060.00 State and \$144,540.00 Federal Funds. Motion carried.

Reference was also made to the study on the Natural Bridge area location of the Interstate System, on which project Governor John S. Battle was heard by the Commission on March 18th. Mr. R. B. Matthews, owner of Fancy Hill Motel, Natural Bridge, Va., and three other gentlemen, appeared and requested that the location of the Interstate Route in the area of Natural Bridge follow the line selected by the Department's consultants, being known now as line 3 (Red Mill Road). Mr. Davis thanked the gentlemen for coming in and giving the Commission the benefit of their opinion.

Following comments by Mr. Hunsberger, it was moved by Mr. Carper, and seconded by Mr. Rawls, that, WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Oakton Elementary School, Oakton, Virginia, on March 11, 1958, concerning the proposed location of Interstate Highway Route 66, Project 0066-029, from intersection Routes 29 and 211, 1.0 mile west intersection Route 29 at Centreville to 0.4 mile east intersection Route 125 at Fairfax, Interstate Route 66, Fairfax County; 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 construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration, and this evidence, along with all other being carefully reviewed; now, therefore, BE IT RESOLVED, that the construction of the roadway along the location shown and designated on the map of the Department entitled "Proposed Interstate Highway Development, from intersection Routes 29-211, 1.0 mile west intersection Route 29 at Centreville to 0.4 mile east intersection Route 125, Interstate Route 66," is approved. Motion carried.

Following comments by Mr. Hunsberger and a screen showing of the lines it was moved by Mr. Flythe and seconded by Mr. Rawls, that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Burlington Elementary School on Route 117 near the intersection of Route 11, Roanoke County, on April 15, 1958, concerning the proposed location of Interstate Highway, Route 61, Project 0061-060; 0061-011, from the intersection of Route 11 at Glenvar to 1.0 mile north of Route 606 north of Troutville in Botetourt County, Botetourt and Roanoke Counties; 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 construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration, and this evidence, along with all other being carefully reviewed; now, therefore, BE IT RESOLVED, that the construction of the roadway along the location shown and designated on the map of the Department entitled, "Proposed Interstate Highway Development, from intersection Route 11 at Glenvar south of Salem to 1.0 mile north Route 606, Interstate Route 61," as Line 1 is approved. Motion carried.

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
December 17, 1970**

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on December 17, 1970, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughan, Duckworth, Eakin, Fitzpatrick, Glass, Hairston, Janney, and Weaver.

On motion of Judge Weaver, seconded by Mr. Duckworth, minutes of the meetings of October 29, 1970, and November 19, 1970, were approved.

Motion was made by Judge Weaver, seconded by Mr. Duckworth, that permits issued from November 19, 1970, to December 16, 1970, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Judge Weaver, seconded by Mr. Duckworth, cancellation of permits from November 19, 1970, to December 16, 1970, inclusive, as shown by records of the Department, was approved.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held on September 15, 1970, at 10 a.m. in the Courtroom of City Hall, Clifton Forge, Virginia, for the purpose of considering the proposed location and design of two sections of Church Street, bridge over Smith Creek and its approaches, also an extension from "A" Street to 0.029 mile east of Hazel Run in the City of Clifton Forge, Virginia, State Projects U000-105-102, PE101, C501, B601 and U000-105-103, PE101, C501; 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 planned, and their statements being duly recorded; and

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

BE IT RESOLVED, that the location and major design features of Project U000-105-102, PE101, C501, B601 (Bridge over Smith Creek and Approaches) be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers; and

BE IT FURTHER RESOLVED, that this action of the Commission does not cover the proposed extension of Church Street from "A" Street to 0.029 mile east of Hazel Run which was covered in the public hearing held on September 15, 1970.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held in the Lord Botetourt High School Auditorium, Daleville, Virginia, on October 13, 1970, at 2:30 p.m., for the purpose of considering the proposed location and design of Route 220 from 0.417 mile north of the intersection of Route 779 (Daleville) to 0.873 mile south of the South Corporate Limits of Fincastle in Botetourt County, State Project 0220-011-101, C502, RW201, PE101, Federal Project F-041-1 (4); 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 location and design of the project, and their statements being duly recorded; and

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

BE IT RESOLVED, that the location and major design features be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers.

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Hairston,
that

WHEREAS this Commission did on April 21, 1960, establish the erosion control fund for the purpose of assisting soil conservation districts in the control of erosion on highway right of way in the watersheds of certain streams; and

WHEREAS the soil conservation districts at that time agreed to furnish the necessary easements, arrange for the removal and replacement of fences, and furnish the fertilizer, seed, and mulch necessary to obtain ground cover on highway cut and fill slopes within the watershed being developed; and

WHEREAS recent developments and changes in the Federal soil conservation laws prevent the soil conservation districts from furnishing the fertilizer, seed, and mulch; and

WHEREAS the program to this point has been exceptionally fruitful in providing deterrents to erosion along the State highways, Primary, and Secondary, in the watershed areas.

NOW, THEREFORE, BE IT RESOLVED, that the policy of this Commission established on April 21, 1960, is hereby rescinded and the following substituted therefor:

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA

June 8, 1972

Following public hearings on final allocation of Interstate, Rural Primary and Urban construction funds for the fiscal year 1972-73, in Roanoke on June 7, for the Bristol, Salem, Lynchburg and Staunton Districts, and in Richmond on June 8, for the Richmond, Fredericksburg, Culpeper and Suffolk Districts, the State Highway Commission met in the Commission Room at the Central Highway Office in Richmond on June 8, 1972, at 11 a.m., for its regular monthly meeting. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughan, Crowe, Eakin, Glass, Fitzpatrick, Hairston and Janney.

On motion of Mr. Hairston, seconded by Mr. Glass, minutes of the meeting of May 19, 1972, were approved.

Motion was made by Mr. Hairston, seconded by Mr. Glass, that permits issued from May 19, 1972, to June 7, 1972, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Hairston, seconded by Mr. Glass, cancellation of permits from May 19, 1972, to June 7, 1972, inclusive, as shown by records of the Department, was approved.

On motion of Mr. Fitzpatrick, seconded by Mr. Hairston, the Commission approved preliminary budget for the fiscal year September 1, 1972 to August 31, 1973, for the Virginia Toll Revenue Bond Projects, as attached.

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, the Commission approved final allocation of Interstate, Rural Primary and Urban Construction funds for the fiscal year 1972-73, as shown by attached tabulation.

Route 58, Project 6058-061-105, C-501, B-607, B-613, B-614, B-615, B-621, B-625, B-626, C-502, B-612, B-624

Int. 58 - 0.076 Mi. E. Int. 460 (Suffolk Northwest Bypass), Nansemond County. Award of contract to low bidder, E. V. Williams Co., Inc., Norfolk, Virginia, and Portsmouth Paving Corp., Portsmouth, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$6,753,076.05	\$36.00
10% for engineering and additional work	675,307.60	3.60
Work by State Forces	52,726.00	
Right of Way	385,000.00	
Utilities	222,000.00	
Railroad	14,186.00	
Flagging	22,612.00	
Amount chargeable to project	8,124,947.00	
\$4,226,859.00 to be provided for in 1972-73 and Subsequent Years Primary Construction Allocations.		

Route 58, Project 0058-084-104, C-503

Removal and Disposal of Slide Material - 1.205 Mi. E. Lee County Line - 1.319 Mi. E. Lee County Line, Scott County. Award of contract to low bidder, Appalachian Construction Co., Inc., Wise, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$136,056.00	\$1.00
10% for engineering and additional work	13,605.60	.10
Work by State Forces	22,863.50	
Right of Way (Supplemental)	3,700.00	
Utilities (Supplemental)	1,500.00	
Amount chargeable to project	177,726.00	
\$175,995.00 to be provided for in 1972-73 & 1973-74 Primary Construction Allocations.		

Route 81, Project 0081-011-106, C-501

Buttresses and Drainage Structures - Hollins' Slide, Botetourt County. Award of contract to low bidder, Branch and Associates, Inc., Roanoke, Virginia.

Bid	\$1,524,720.00
10% for engineering and additional work	152,472.00
Work by State Forces	1,646.00
Amount chargeable to project	1,678,838.00
\$929,087.00 to be provided for in future Interstate Construction Allocations.	

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION
Richmond, Virginia
February 16, 1984

The monthly meeting of the State Highway and Transportation Commission was held in the Central Office in Richmond, Virginia, on February 16, 1984, at 10 a.m. The chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Bane, Brydges, Davidson, Forrester, Guiffre, Humphreys, Quicke, Smith and Vaughan.

Absent: Mr. Smalley.

On motion of Mr. Quicke, seconded by Mr. Bane, the minutes of the meeting of January 19, 1984, were approved.

On motion of Mr. Quicke, seconded by Mr. Bane, permits issued from January 19, 1984, to February 15, 1984, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Quicke, seconded by Mr. Bane, that cancellation of permits from January 19, 1984, to February 15, 1984, inclusive, as shown by records of the Department, be approved.

Motion carried.

Moved by Mr. Quicke, seconded by Mr. Bane, that the Commission approve additions to the Secondary System from January 19, 1984, to February 15, 1984, inclusive, as shown by records of the Department.

Motion carried.

2/15/84

Moved by Mr. Vaughan, seconded by Mr. Davidson,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location and Design Public Hearing was held in the Lord Botetourt High School located on U. S. Route 220 in Botetourt County, Virginia, on October 6, 1983, at 7:00 p.m. for the purpose of considering the proposed location and major design features of Interstate Route 81 in Botetourt County for the modification of the Route 1-81/220 interchange at Exit 44, State Project 0081-011-111, C-501; Federal Project IR-81-2 (150)151; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers and amended to eliminate proposed Ramp E by shifting proposed Ramp D to the north so that the existing northbound on-ramp can be extended over proposed Ramp D and merged with the mainline.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Vaughan,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed and to publicly owned airports ..."; and

**MINUTES
OF
MEETING OF COMMONWEALTH TRANSPORTATION BOARD**

Loudoun County Administration Building, Leesburg, Virginia
May 21, 1987

The monthly meeting of the Commonwealth Transportation Board was held in the Board Room of the Loudoun County Administration Building, Leesburg, Virginia, on May 21, 1987. The chairman, Mr. Ray D. Pethtel, presided.

Present: Messrs. Pethtel, Bacon, Beyer, Davidson, Guiffre, Humphreys, Kelly, Leafe, Malbon, Musselwhite, Quicke and Smalley and Mrs. Kincheloe and Dr. Thomas.

Absent: Dr. Howlette.

During the public comment portion of the meeting, several individuals addressed the Board. Senator Charles L. Waddell, Member of the Virginia State Senate (33rd District), welcomed the Board to Loudoun County. He stressed that the planning and construction of new roads, rail transit and other transportation projects are of critical importance to the growth and development of Northern Virginia and that the area is willing to contribute management and technical expertise and financial resources to assist the Board and the Department of Transportation in improving the transportation network.

Delegate David G. Brickley, Member of the Virginia House of Delegates (51st District), also welcomed the members of the Board to Northern Virginia and urged their support of commuter rail and the Route 28 and Route 234 Bypass projects.

Mr. Bill Plisner, past chairman of the Springfield Bypass Citizens Task Force and past member of the Metro Station Location Task Force, Mr. Ed Risse, Co-chairman of the Fairfax County Chamber of Commerce Transportation Committee and Co-chairman of the Washington Dulles Task Force's Airport Access Committee, and Mr. Albert Dwoskin, Member of the Commission on Transportation in the 21st Century's Financial Advisory Subcommittee, urged the Board's support for the Springfield Metro Station.

Mr. Rick Taube, Executive Director of the Northern Virginia Transportation Commission, expressed the appreciation of the NVTC for the cooperation of the members of the Board and NVTC's hope for continued cooperation of the Board regarding commuter rail funding.

5/21/87

Moved by Mr. Humphreys, seconded by Mr. Kelly, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in the Thomas Dale High School on March 31, 1987, at 7:00 p.m., for the purpose of considering the proposed location and major design features of West Hundred Road (Route 10) from 0.54 mile west of Harrowgate Road (Route 144) to 0.06 mile east of the intersection of Jefferson Davis Highway (Route 1/301), in Chesterfield County, State Project 0010-020-118, PE-100, Federal Project M-5127(), and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the Alternative 1 plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with minor changes during the final design to satisfy or minimize individual concerns and with a final decision to be made by the Department concerning noise abatement at the Chester Intermediate School after detailed analysis.

Motion carried.

Moved by Mr. Musselwhite, seconded by Mr. Malbon, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Lord Botetourt High School Auditorium located on Route 220 about one mile north of Route I-81, on March 25, 1987, at 7:00 p.m., for the purpose of considering the location and major design features for the proposed expansion of the Truck Weighing Station on Interstate Route 81, 2.5 miles south of Troutville, in Botetourt County, State Project 0081-011-114, C-501; Federal Project IR-81-2 (), 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

5/21/87

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with provisions for inclusion of approximately 200 feet of wooden fence along the northbound lane of I-81 and additional landscaping to mitigate the concerns of abutting property owners.

Motion carried.

Moved by Mr. Davidson, seconded by Mr. Humphreys, that

WHEREAS, a Location Public Hearing was held on December 13, 1972, for the purpose of considering the proposed location of Route 265 from the intersection of Route 29 south of Danville to the intersection of Route 29 north of Danville, and

WHEREAS, the Highway Commission approved a 10.7 mile corridor for Route 265 as a limited access highway and a part of the Primary System of Highways, and

WHEREAS, a Design Public Hearing for a section of Route 265 from 0.491 mile south of the Virginia-North Carolina State Line (intersection of Route 29) to 0.082 mile north of the intersection of Route 58 in Pittsylvania County was held on December 17, 1975, and the major design features approved on January 15, 1976, and

WHEREAS, changes in the Danville area have occurred necessitating a new evaluation of the remaining location corridor,

NOW, THEREFORE, BE IT RESOLVED, that the approval of the corridor of Route 265 from 0.082 mile north of the intersection of Route 58 (east of Danville) to the intersection of Route 29 north of Danville be rescinded.

Motion carried.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean T. Connaughton
Chairman

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

July 18, 2012

MOTION

Made By: Mr. Martin Seconded By: Mr. Layne

Action: Motion Carried, Unanimously

**Title: Project Location and Proposed Limited Access Control Changes (LACC) for
Interstate 81 and Route 220 (Exit 150) Interchange,
Access Management Improvement Project, Botetourt County**

WHEREAS, in accordance with §33.1-18 of the *Code of Virginia* (1950), as amended, and policies of the Commonwealth Transportation Board, a combined Location and Design Hearing was held at the Lord Botetourt High School, in Daleville, Virginia on Thursday, March 8, 2012, between 5:00 p.m. and 7:00 p.m. for the purpose of considering proposed State Highway Project 0081-011-120, P-102, R-202, C-502; and,

WHEREAS, the proposed Project involves access management improvements and location of the new Gateway Crossing roadway, and begins 0.15 miles north of Route 1039 on the Route 220 Alternate, and ends 0.50 miles south of Route 653 on Route 220, with a length of 1.65 miles; and,

WHEREAS, the said Project improvements consist of realigning the I-81 NB entrance ramp; and the construction of a roundabout at the Route 11/I-81 NB ramps intersection; and improvements to the Route 11/Route 220 intersection; and shifting and/ or establishing limited access control along Route 11 from the Route 220 intersection to north of the I-81 northbound ramp's intersections with the said roundabout; 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,

Resolution of the Board
Project Location and Limited Access Control Changes
Interstate 81 and Route 220 (Exit 150) Interchange
Botetourt County
July 18, 2012
Page Two

WHEREAS, the Botetourt County Board of Supervisors has endorsed the project as presented at that public hearing by a resolution passed at their regular board meeting on April 24, 2012; and,

WHEREAS, this project is in compliance with NEPA requirements based on the findings set forth in the draft Environmental Assessment; and,

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

WHEREAS, on October 4, 1956, the State Highway Commission, predecessor to the Commonwealth Transportation Board, designated the Interstate Highway System to be limited access highways and in accordance with §33.1-58, of the *Code of Virginia*, (1950), as amended, established that the Limited Access Line locations and limits shall be as shown on the final engineering plans for the original highway project construction on the interstates, including I-81; and,

WHEREAS, the 1984 interchange modification for I-81, Project 0081-011-111, RW-201, C-501, changed the Limited Access Control and Right of Way lines, in accordance with the design plans for the said Project; and,

WHEREAS, the FHWA has provided the requisite approval for State Highway Project 0081-011-120, P-102, R-202, C-502, and the proposed LACC; and,

NOW, THEREFORE, BE IT RESOLVED, that pursuant to §33.1-12(1) of the *Code of Virginia*, (1950), as amended, the location of this project is approved as presented at the said combined Location and Design Hearing by the Department.

NOW, THEREFORE, BE IT FURTHER RESOLVED, in accordance with the statutes of the Commonwealth of Virginia and policies of the CTB, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein and directs that the I-81 and Route 220 (Exit 150) interchange continue to be designated as a Limited Access Highway with the Limited Access Control being modified from the current locations as follows:

Resolution of the Board
Project Location and Limited Access Control Changes
Interstate 81 and Route 220 (Exit 150) Interchange
Botetourt County
July 18, 2012
Page Three

That the existing limited access control line along the south side of Route 220 be shifted to the south, from Route 220 construction baseline Station 14+24.55 and continuing to Route 11 construction baseline Station 14+89.62; and, that the limited access control line be extended along Route 11 northward from the Route 220 and Route 11 intersection, from Route 11 baseline Station 18+11.92, to the intersection of the I-81 northbound exit ramp at Route 11, Route 11 baseline Station 27+30.70; and, that the limited access control line on the north side of the intersection of the I-81 exit / entrance Ramps and Route 11 be shifted and extended northward along the west side of Route 11, from approximate Route 11 baseline Station 31+95 to approximate Route 11 baseline Station 33+95; and, that the existing limited access control line along the east side of the I-81 northbound entrance Ramp be shifted further to the east, from I-81 northbound Ramp baseline Station 16+60.73 and extending to Station 24+58.42. The Commissioner of Highways is authorized to execute any and all documents necessary to implement such changes.

###



A regular meeting of the Botetourt County Board of Supervisors was held on Tuesday, August 26, 2025, at the Botetourt County Administration Center in Daleville, Virginia, beginning at 2:06 p.m.

**RESOLUTION SUPPORTING THE DESIGN AND LIMITED ACCESS
CONTROL CHANGES FOR THE INTERSTATE 81 WIDENING PROJECT
FROM EXIT 143 TO EXIT 150, ROANOKE COUNTY, AND BOTETOURT
COUNTY AMSTERDAM AND VALLEY MAGISTERIAL DISTRICTS**

WHEREAS, the Interstate 81 (I-81) Widening Project, as depicted on the plans for project 0081-080-947, P101, RW201, C501 (UPC 116201) in Botetourt and Roanoke Counties, is classified as a "limited access highway" by the Virginia Department of Transportation (VDOT); and

WHEREAS, in accordance with 24 VAC 30-401-20 limited access control change procedures, it is necessary that a request by resolution or letter of support be received from the locality within which the highway is located where the change in limited access is proposed; and

WHEREAS, the limited access control lines along I-81 Northbound and Southbound from approximately MM 143.0 to MM 151.7 will be modified as depicted in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table entitled "I-81 CIP Exit 143 to Exit 150 Improvements, VDOT Project Number 0081-080-947, UPC 116201, Proposed Limited Access Adjustment Exhibits"; and

WHEREAS, the limited access control changes are necessary for the widening, safety improvements, and maintenance of the interstate; and

WHEREAS, a Design Public Hearing was held on September 19, 2023, and the comment period expired on September 29, 2023; and

WHEREAS, the design concept made available for the Public Hearing represents the major design features along with limited access control changes; and

WHEREAS, VDOT has requested the Botetourt County Board of Supervisors express its support of the limited access control changes made available at the Public Hearing and refined in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Botetourt County, Virginia, as follows:

1. That the Board of Supervisors hereby supports the VDOT Project, I-81 CIP Exit 143 to Exit 150 Improvements, to include the major design features and the proposed limited access control changes included in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table.

- 
2. That the Clerk to the Board forthwith send a certified copy of this Resolution to Commonwealth Transportation Board member Dr. Ray Smoot.
 3. That this resolution is effective immediately.

MOTION: That the Board adopt the resolution of support for the Interstate 81 widening project from Exit 143 to Exit 150, as presented.

MOTION: Mr. Michael

SECOND: Mr. Nicely

AYES: Mr. Clinton, Mr. Michael, Mr. Nicely, Dr. Scothorn, Mrs. White

RESOLUTION #25-08-05

A Copy TESTE:



Gary Larrowe, Clerk

AT A REGULAR MEETING OF THE BOARD OF SUPERVISORS OF ROANOKE
COUNTY, VIRGINIA, HELD AT THE ROANOKE COUNTY ADMINISTRATION
CENTER, ON TUESDAY, AUGUST 19, 2025

**RESOLUTION 081925-3 SUPPORTING THE DESIGN AND LIMITED
ACCESS CONTROL CHANGES FOR THE INTERSTATE 81 WIDENING
PROJECT FROM EXIT 143 TO EXIT 150, CATAWBA AND HOLLINS
MAGISTERIAL DISTRICTS**

WHEREAS, the Interstate 81 (I-81) Widening Project, as depicted on the plans for project 0081-080-947, P101, RW201, C501 (UPC 116201) in Botetourt and Roanoke Counties, is classified as a “limited access highway” by the Virginia Department of Transportation (VDOT); and

WHEREAS, in accordance with 24 VAC 30-401-20 limited access control change procedures, it is necessary that a request by resolution or letter of support be received from the locality within which the highway is located where the change in limited access is proposed; and

WHEREAS, the limited access control lines along I-81 Northbound and Southbound from approximately MM 143.0 to MM 151.7 will be modified as depicted in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table entitled “I-81 CIP Exit 143 to Exit 150 Improvements, VDOT Project Number 0081-080-947, UPC 116201, Proposed Limited Access Adjustment Exhibits”; and

WHEREAS, the limited access control changes are necessary for the widening, safety improvements, and maintenance of the interstate; and

WHEREAS, a Design Public Hearing was held on September 19, 2023, and the comment period expired on September 29, 2023; and

WHEREAS, the design concept made available for the Public Hearing represents the major design features along with limited access control changes; and

WHEREAS, VDOT has requested the Roanoke County Board of Supervisors express its support of the limited access control changes made available at the Public Hearing and refined in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table.

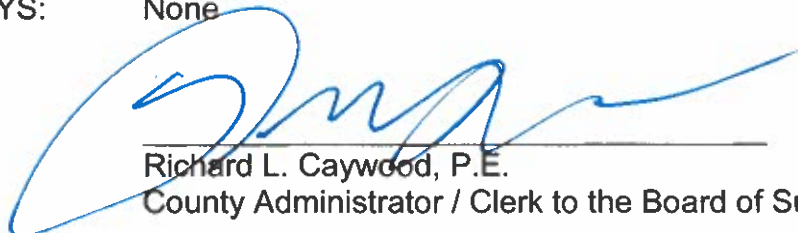
NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Roanoke County, Virginia, as follows:

1. That the Board of Supervisors hereby supports the VDOT Project, I-81 CIP Exit 143 to Exit 150 Improvements, to include the major design features and the proposed limited access control changes included in the Limited Access Adjustment Exhibits and the Limited Access Adjustment Locations Table.
2. That the Clerk to the Board forthwith send a certified copy of this Resolution to each member of the Commonwealth Transportation Board.
3. That this resolution is effective immediately.

On motion of Supervisor North to approve the ordinance; seconded by Supervisor Radford and carried by the following roll call and recorded vote:

AYES: Supervisors Hooker, North, Mahoney, Shepherd, Radford
NAYS: None

A COPY TESTE:



Richard L. Caywood, P.E.
County Administrator / Clerk to the Board of Supervisors

CC: Megan Cronise, Assistant Director of Planning
Commonwealth Transportation Board Members



**Interstate 81 Widening
Exit 143 to Exit 150
Roanoke County and
Botetourt County
Design Public Hearing**

<https://www.virginiadot.org/81exit143to150>
Tuesday, September 19, 2023, 5-7 p.m.
Lord Botetourt High School
1435 Roanoke Road
Daleville, VA 24083

Find out about a project to provide additional capacity and improve safety by widening seven miles of Interstate 81 from two lanes to three lanes in both directions between exit 143 in Roanoke County and exit 150 in Botetourt County. New lanes will be built at locations along I-81's right and left shoulders.

The project also includes replacing eight bridges on I-81, installing approximately 8,500 feet of sound barrier along the northbound lanes and redesigning two ramps and removing one ramp at exit 150. This project will involve a change and/or break in limited access.

The hearing will be held in an "open-house" format and VDOT representatives will be present to answer questions.

Review the project information and the National Environmental Policy Act document in the form of a Categorical Exclusion at the public hearing or after the hearing at VDOT's Salem District Office located at 731 Harrison Ave., Salem, VA, 540-387-5353, 800-367-7623, TTY/TDD 711. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

Property impact information, relocation assistance policies and tentative construction schedules are available for your review at the above address and will be available at the public hearing.

Give your written or oral comments at the meeting or submit them by September 29, 2023, to Craig Moore, Project Manager, 731 Harrison Avenue, Salem, VA 24153. You may also email your comments to 81-Exit143-150@vdot.virginia.gov. Please reference "I-81 Exits 143 to 150 Widening Public Comment" in the subject heading.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information in regards to your civil rights on this project or need special assistance for persons with disabilities or limited English proficiency, contact Craig Moore at the phone numbers listed above.

Federal Project: NHP-0812(321), UIC: 116201 State Project: 0651-080-947, B601, B602, B603, B604, B605, B606, B607, B608, B609, C501, P101, R201

In case of inclement weather or other issues, the hearing will be held September 26, 2023, at the same time and location.



**Interstate 81 Widening
Exit 143 to Exit 150
Roanoke County and
Botetourt County
Design Public Hearing**

<https://www.virginiadot.org/I81exit143to150>

Tuesday, September 19, 2023, 5-7 p.m.

Lord Botetourt High School
1435 Roanoke Road
Daleville, VA 24083

Find out about a project to provide additional capacity and improve safety by widening seven miles of Interstate 81 from two lanes to three lanes in both directions between exit 143 in Roanoke County and exit 150 in Botetourt County. New lanes will be built at locations along I-81's right and left shoulders.

The project also includes replacing eight bridges on I-81, installing approximately 8,500 feet of sound barrier along the northbound lanes and realigning two ramps and removing one ramp at exit 150. This project will involve a change and/or break in limited access.

The hearing will be held in an "open-house" format and VDOT representatives will be present to answer questions.

Review the project information and the National Environmental Policy Act document in the form of a Categorical Exclusion at the public hearing or after the hearing at VDOT's Salem District Office located at 731 Harrison Ave, Salem VA, 540-387-5353, 800-367-7623, TTY/TDD 711. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

Property impact information, relocation assistance policies and tentative construction schedules are available for your review at the above address and will be available at the public hearing.

Give your written or oral comments at the meeting or submit them by **September 29, 2023**, to Craig Moore, Project Manager, 731 Harrison Avenue, Salem, VA 24153. You may also email your comments to I81-Exit143-150@vdot.virginia.gov. Please reference "I-81 Exits 143 to 150 Widening Public Comment" in the subject heading.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information in regards to your civil rights on this project or need special assistance for persons with disabilities or limited English proficiency, contact Craig Moore at the phone numbers listed above.

Federal Project: NHPP-0812(321). UPC: 116201 State Project: 0081-080-947, B601, B602, B603, B604, B605, B696, B697, B698, B699, C501, P101, R201

In case of inclement weather or other issues, the hearing will be held September 26, 2023, at the same time and location.

Botetourt County History



PHOTO COURTESY OF BHM

Dorothy "Dottie" Sue Simmons Knicker (1924-2009) made this colorful hooked rug in 2003. Carol Gager purchased it as a St. Mark's Episcopal yard sale after Dottie donated it to her church. Knicker gave it to the Botetourt History Museum in 2023. Dottie demonstrated her rug hooking skills at the Early Cabin donated to Mrs. Early for many years. She was a local historian and advised people with their genealogy in the Botetourt Courthouse for almost 20 years. She was a 1969 founding member of Historic Pincastle, Inc. (HPI) and left her historic records to the organization.

— Botetourt Museum of History & Culture

'Oliver!' continues at Attic Productions



PHOTO COURTESY OF ATTIC PRODUCTIONS

Cost members of "Oliver!" include (from left) Wyatt Rust as Mr. Brownlow, Susan Kent as Oliver, Emily Purdie as Mrs. Noakes, and Christopher Kelly as Mr. Gamby.

Attic Productions' summer musical presentation of Lionel Bart's "Oliver!" continues this week.

The show will be presented at the D. Geroldine Leveson Performing Arts Center, 7490 Roanoke Road, Pincastle, Thursday and Friday shows, August 24 and 25, begin at 7:30 p.m., Saturday and Sunday matinees, August 26 and 27, begin at 2:30. Additional play dates are August 31 through September 3.

The story of a child who grows to rise in London's squalid underworld, Bart's coming-of-age classic is brought to life with a large cast of local talent.

Adult tickets are \$18, students and groups of 10 or more are \$15 when paid in cash or by check at the box office. A \$2 convenience fee per ticket will be

added if paying with a card.

Tickets may be purchased on the Attic Productions website at www.atticproductions.org. For questions or assistance with purchasing tickets, call the box office at 540-675-1091. Volunteers are staffing the box office on Mondays and Wednesdays from 5 to 7 p.m. and Saturdays from 10 a.m. until 2 p.m. Leave a message at other times and your call will be returned as soon as possible.

This show is produced with special permission from Music Theatre International. Partial funding support comes from the Virginia Commission for the Arts and the National Endowment for the Arts.

— Attic Productions

Botetourt Longbeards banquet set for September 14

The Botetourt Longbeards Chapter of the National Wild Turkey Federation is holding its annual Heritage/ Gun Bash banquet on Thursday, September 14. The event will be held at the Blue Ridge Parkway, 528 Back Creek Lane, Buchanan.

Doors open at 5:30 p.m. Dinner will be provided. There will be door prizes, games, a silent auction, and a live auction, suitable for the whole family. Online registration and payment at <http://events.wnfl.org/460591-3023>

Tickets can also be purchased from any Botetourt Longbeards committee member. For more information, call Richard Pusley at 540-254-2564.

— Botetourt Longbeards

Witt Stop sold, Anchorage House expanding

The Witt Stop has recently been sold to a local and active Buchanan business owner. Spring Witt had purchased the building in 2018 with the goal to revitalize this space to serve as a general produce store. Over time, the market shifted this space into a well-known

restaurant, The Witt Stop. Witt has sold the building with four floors shifting to The Anchorage House Bed & Breakfast, which is located right across the street.

"I am thrilled to have been able to sell

The Witt Stop building to a respected business

individual who is familiar with our community. In addition, shifting my focus into The Anchorage House Bed & Breakfast will allow for the time and energy needed to support the expansion currently taking place," Witt said.

With a name that

made to the naval service



PHOTO BY MARY DE BRUNCE

Buchanan entrepreneur Spring Witt recently announced the sale of The Witt Stop in Buchanan and expansion of the Anchorage House Bed & Breakfast.

of his historical owner, Commodore William Conway White. The Anchorage House was originally built in 1860. The house is listed on the National Register of Historic Places by the United States Department of the Interior.

Witt opened The Anchorage House as a bed and breakfast and event center at the end of 2019. The building houses five rooms for overnight guests, as well as space for weddings, parties and other groups are welcome.

After the pandemic, further renovations took place and the house now sleeps 14 with an added handicapped accessible bedroom and bathroom facility downstairs.

The Anchorage House is also designed to attract travelers. This includes hikers, bikers, boaters and those traveling along the Blue Ridge Parkway. Each of the rooms are undergoing an artistic renovation where each space will be independently branded. The house will have the Commodore Room.

Newell Southern Room, Blue Ridge Room, Junior River Room and Cherry Blossom Room.

In September, a special event will be held at The Anchorage House for community leaders, business owners and stakeholders to celebrate the new expansion. For more information, contact Witt at 540-425-1239 or theanchoragehouse1406@gmail.com.

— Fincastle Herald staff report

VDOT Virginia Department of Transportation

Interstate 81 Widening Exit 143 to Exit 150 Roanoke County and Botetourt County Design Public Hearing

<https://www.vdot.virginia.gov/143to150>
Tuesday, September 19, 2023, 6-7 p.m.
Lord Botetourt High School
1435 Roanoke Road
Chesapeake, VA 24063

Find out about a project to provide additional capacity and improve safety by widening seven miles of Interstate 81 from two lanes to three lanes in both directions between exit 143 in Roanoke County and exit 150 in Botetourt County. New lanes will be built at locations along I-81's right and left shoulders.

The project also includes replacing eight bridges on I-81, installing approximately 8,500 feet of sound barrier along the northbound lanes and realigning two ramps and removing one ramp at exit 150. This project will involve a change and/or break in limited access.

The hearing will be held in an "open-house" format and VDOT representatives will be present to answer questions.

Review the project information and the National Environmental Policy Act document in the form of a Conceptual Discussion at the public hearing or after the hearing at VDOT's Salem District Office located at 731 Harrison Ave., Salem, VA, 640-387-4363, 800-387-7823, TTY/VOIC 711. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

Properly impact information, relocation assistance policies and tentative construction schedules are available for your review at the above address and will be available at the public hearing.

Give your written or oral comments at the meeting or submit them by September 20, 2023, to Craig Moore, Project Manager, 731 Harrison Avenue, Salem, VA 24153. You may also email your comments to 811-Exit143-150@vdot.virginia.gov. Please reference I-81 Exit 143 to 150 Widening Public Comment in the subject heading.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information in regards to your civil rights on this project or need special assistance for persons with disabilities or limited English proficiency, contact Craig Moore at the phone numbers listed above.

Federal Project: 81RFP-0112321; UIC: 116201 State Project: 0001-000-047, 0001, 0002, 0003, 0004, 0005, 0006, 0007, 0008, 0009, 0010, 0011, 0012, 0013

In case of inclement weather or other issues, the hearing will be held September 28, 2023, at the same time and location.

African American Oral History recording and transcript now available through BCHS

In February of this year, nearly 50 people gathered at the Botetourt County Historical Society's Museum at 26 E. Main Street in Pincastle. The impetus for this gathering was to hear and share stories of the Black community in Botetourt County to celebrate Black History Month.

The Historical Society partnered with Historic Greenfield Preservation Advisory Council for this event, with Cheryl Sullivan Willis facilitating the afternoon's storytelling. Members of the community shared stories about Central Academy, teaching in Eagle Rock, Cloverdale native Charles Politz - who was the first paid professional African American football player, as well as various family members that once lived in the county.

The audio recording and transcript from the event are now available on Botetourt County Historical Society's website for folks that may be interested in listening.

BCHS thanks everyone that attended this event and to the Historic Greenfield Advisory Council for their partnership. The Society is thrilled to add these unique stories to the museum's permanent collection. BCHS hopes to present another African American Oral History event in the future.

In November, Pincastle Library will host BCHS for a Veterans' Oral History event - more details coming soon.

— Botetourt Co. Historical Society

CAREER OPPORTUNITIES & LEGAL NOTICES

COMMONWEALTH
OF VIRGINIA

Roanoke City Circuit Court 315 West Church Ave. SW #3rd Fl Roanoke, VA 24016
Commonwealth of Virginia, in re:

Robert Vernon
Crouch, Jr.

v.

Jennifer Lynn
Hughes

The object of this suit is to: obtain a divorce based on a one year separation. It is ordered that Jennifer Lynn Hughes appear at the above-named court and protect his/her interests on or before October 1, 2023

Entered: August 10, 2023
Case No. CL23-1612
Brenda Hamilton, clerk
8/17, 8/24, 8/31 & 9/7/2023

COMMONWEALTH
OF VIRGINIA

Roanoke City Circuit Court 315 West Church Ave. SW #3rd Fl Roanoke, VA 24016
Commonwealth of Virginia, in re:

Tracy Lee Dodson
v.

Richard Lawrence
Dodson

The object of this suit is to: obtain a Decree of Divorce pursuant to VA Code Sec.20-91(9)(a). It is ordered that Richard Lawrence Dodson appear at the above-named court and protect his/her interests on or before October 4, 2023

Entered: August 15, 2023
Case No. CL23-1647
Brenda Hamilton, clerk
8/17, 8/24, 8/31 & 9/7/2023

COMMONWEALTH
OF VIRGINIA

Roanoke City Juvenile & Domestic Relations District Court Commonwealth of Virginia, in re: Onyx Kingston Heard
City of Roanoke DSS

v.

Daniel Adams and
Any Unknown Father

The object of this suit is to: terminate the residual parental rights of Daniel Adams and Any Unknown Father to Onyx Kingston Heard pursuant to Virginia Code Sections: Section 16.1-283(B) and/or 16.1-283(C)(1) and/or 16.1-283(C)(2).

It is ordered that the defendant Daniel Adams and Any Unknown Father appear at the above-named Court to protect his or her interest on or before October 16, 2023 at 9:00am. Enter: August 18, 2023
Case No. JJ052551-05-00/06-00

Michelle Esparagoza, clerk
8/24, 8/31, 9/7 & 9/14/2023

COMMONWEALTH
OF VIRGINIA

Roanoke City Juvenile & Domestic Relations District Court Commonwealth of Virginia, in re: A'dryon Amir Brown, Avianah Monae Brown, Ava A'miva Burley, and Amartyon Kyree Burley
City of Roanoke DSS

v.

Kadijah Yassminah
Brown, Emanuel
Hy'keem Burley, and
Any Unknown Father

The object of this suit is to: terminate the residual parental rights of Kadijah Yassminah Brown, Emanuel Hy'keem Burley, and Any Unknown Father pursuant to Virginia Code Sections: Section 16.1-283(B) and/or Section 16.1-283(C)(1) and/or Section 16.1-283(C)(2).

"Residual parental rights are defined by Section 16.1-228 of the Code of Virginia (1950) as amended as the rights and responsibilities remaining with the parent after the loses custody of a child, including but not limited to the right of visitation, consent to adoption, the right to determine religious affiliation, and the responsibility for support.

The termination of your residual parental rights will permanently end all of your rights and responsibilities to the child named in the petition. The ties between you and your child are severed forever and you become a legal stranger to the child.

It is ordered that the defendant Kadijah Yassminah Brown, Emanuel Hy'keem Burley, and Any Unknown Father appear at the above-named Court to protect his or her interest on or before October 17, 2023 at 3:00pm.

Enter: August 9, 2023
Case No. JJ051274-08-00, 10-00, 11-00
JJ051275-08-00, 10-00, 11-00
JJ051276-08-00, 10-00, 11-00
JJ051277-08-00, 10-00, 11-00
Michelle Esparagoza, clerk
8/17, 8/24, 8/31 & 9/7/2023

VIRGINIA: IN THE CIR-
CUIT COURT OF THE
CITY OF LYNCHBURG

Kenneth Nelson Jones, Jr.
v.

Nicole Lynn Moore Jones

The object of this suit is for the parties to be divorced on the grounds that they have been living separate and apart for more than 12 months, the defendant being a non-resident of Virginia.

It is therefore ordered that Nicole Lynn Moore Jones appear on or before October 14, 2023 at Lynchburg Circuit Court and protect her interests. Entered: August 17, 2023
Case No. CL23000419
K.Todd Swisher, clerk
8/24, 8/31, 9/7 & 9/14/2023

Every
Wednesday
between 3:30-5:30p.m.

THE
NO FLY
ZONE!

The Roanoke Tribune, LLC is CLOSED to the Public in order to Process MAILOUT of Tribunals for Thursday Delivery! Which if not on Main Post Office dock by 5:30 p.m. Wednesdays, will not be mailed out until Thursday morning. Thank you very much for your cooperation.



ROANOKE

CITY OF ROANOKE, VA
INVITATION TO BID

ITB# 24-07-20, HVAC Parts and Supplies, ITB documents may be obtained on-line at <https://VSS.roanokeva.gov> Delivery Alert: Bidders are required to submit their bid by the due date and time via email to purchase@roanokeva.gov. Emails received after the due date and time will not be considered. The email must include the ITB number and title and Company name in the subject line. All other references to delivery methods of the bid are not valid.



ADVERTISEMENT FOR
SNOW REMOVAL
EQUIPMENT SERVICES
WITH OPERATOR
SIGNUP

The Virginia Department of Transportation invites heavy equipment owners to sign up for the rental of their equipment with operators for SNOW & ICE REMOVAL purposes in Salem Residency which includes the counties of Roanoke, Botetourt and Craig during the winter of 2023-2024. Price per hour shall include operators, fuel, tire chains, supplies and required insurance. VDOT will need dump trucks, pickups with plows, motorgraders, backhoes, dozers, track loaders, tractors, rubber-tire loaders and farm tractors. All equipment shall be equipped for night work and be in good mechanical condition to ensure a safe and dependable 24/7 operation. VDOT reserves the right to determine acceptability of equipment size and condition for the task. Contractors submitting prices meeting the requirements of the Agreement may be contracted with and may be eligible to receive a mobilization payment and a minimum guaranteed payment for the season.

Contractors must submit their application on the electronic M7B bidding site at <https://p1ow4va.com/>. All new and returning Contractors must be active in the Virginia eProcurement Portal (eVA) in order to do business with the Commonwealth of Virginia (<https://eva.virginia.gov/>).

Applications received by 7:00 PM on Monday October 2, 2023 may be eligible for a mobilization bonus. See the EVA posting for additional information.

THANK YOU FOR SUPPORTING
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YOUR ADS SOON!



Interstate 81 Widening

Exit 143 to Exit 150

Roanoke County and

Botetourt County

Design Public Hearing

<https://www.virginiadot.org/81exit143to150>

Tuesday, September 19, 2023, 5-7 p.m.

Lord Botetourt High School
1435 Roanoke Road
Daleville, VA 24083

Find out about a project to provide additional capacity and improve safety by widening seven miles of Interstate 81 from two lanes to three lanes in both directions between exit 143 in Roanoke County and exit 150 in Botetourt County. New lanes will be built at locations along I-81's right and left shoulders.

The project also includes replacing eight bridges on I-81, installing approximately 8,500 feet of sound barrier along the northbound lanes and realigning two ramps and removing one ramp at exit 150. This project will involve a change and/or break in limited access.

The hearing will be held in an "open-house" format and VDOT representatives will be present to answer questions.

Review the project information and the National Environmental Policy Act document in the form of a Categorical Exclusion at the public hearing or after the hearing at VDOT's Salem District Office located at 731 Harrison Ave, Salem VA, 540-367-6363, 800-367-7823, TTY/TDD 711. Please call ahead to ensure the availability of appropriate personnel to answer your questions.

Property Impact Information, relocation assistance policies and tentative construction schedules are available for your review at the above address and will be available at the public hearing.

Give your written or oral comments at the meeting or submit them by September 28, 2023, to Craig Moore, Project Manager, 731 Harrison Avenue, Salem, VA 24153. You may also email your comments to 81-Exit143-150@vdot.virginia.gov. Please reference "I-81 Exits 143 to 150 Widening Public Comment" in the subject heading.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information in regards to your civil rights on this project or need special assistance for persons with disabilities or limited English proficiency, contact Craig Moore at the phone numbers listed above.

Federal Project: NHPF-0512(321), UPC: 116201 State Project: 0051-000-047, 0001, 0002, 0003, 0004, 0005, 0006, 0007, 0008, 0009, C001, F101, R261

In case of inclement weather or other issues, the hearing will be held September 26, 2023, at the same time and location.

Service to a just
cause rewards
the worker with
more real
happiness and
satisfaction than
any other
venture of life.

—Carrie Carr

Project Information

Project Name:	I-81 Corridor Improvement Proj MM144 - Exit 150 Add'l Lanes	Federal Project#:	NHPP-0812(321)
Project Number:	0081-080-947, B601, B602, B603, B604, B605, B696, B697, B698, B699, C501, P101, R201	Project Type:	Construction
UPC:	116201	Charge Number:	UPC 116201, ACT 600 Series
Project Number(Assoc)(UPC):	00081-080-24594706, 00081-902-25150782, 00081-902-25151692, 00081-902-25305799, 00081-902-25342450, 00081-902-26048288, 00081-902-26073929		
Route Number:	81	Route Type:	Interstate
Project Limit--From:	MM 144	To:	MM 151
Additional Project Description:	This project will increase capacity on Interstate 81 (I-81) by adding one 12-foot-wide through lane in each direction between mile marker 144 and 151 in Roanoke and Botetourt Counties (see Attachment A - Project Location). Additional activities include the installation of median barrier, drainage system improvements and bridge rehabilitations or replacements at Route 1836 (Belle Haven Road), Route 648 (Reservoir Road), Tinker Creek (MM 149.5), Route 220 (Cloverdale Road), and Route 115 (Plantation Road).		
Purpose And Need:	The project will address deficiencies in the level of service due to traffic volumes exceeding capacity and provide operational safety improvements between mile marker 144 and 151. The I-81 Section of Independent Utility #4 Tier 2 Traffic Technical Memorandum, dated 10/27/2015, indicated the corridor between Exits 137 and 150 has the highest volumes of traffic compared to all I-81 segments in VA. This segment experiences peak hour delays due to the high traffic volumes on I-81.		
District:	City/County:	Residency:	
Salem	Roanoke	Salem	

Date CE level document approved by VA Division FHWA: 01/12/2021

FHWA Contact: Jones, Kevin

Project in STIP: Yes

In Long Range Plan? Yes

CE Category 23 CFR 771.117: d13

Description of Category: Actions described in paragraphs (c) (26), (c)(27), and (c)(28) of this section that do not meet the constraints in paragraph (e) of this section. (e) Actions described in (c) (26), (c)(27), and (c)(28) of this section may not be processed as CEs under paragraph (c) if they involve: (1) An acquisition of more than a minor amount of right-of-way or that would result in any residential or non-residential displacements; (2) An action that needs a bridge permit from the U.S. Coast Guard, or an action that does not meet the terms and conditions of a U.S. Army Corps of Engineers nationwide or general permit under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899; (3) A finding of "adverse effect" to historic properties under the National Historic Preservation Act, the use of a resource protected under 23 U.S.C. §138 or 49 U.S.C. §303 (Section 4(f)) except for actions resulting in de minimis impacts, or a finding of "may affect, likely to adversely affect" threatened or endangered species or critical habitat under the Endangered Species Act; (4) Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions; (5) Changes in access control; (6) A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths); or construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers.

Logical Termini and Independent Utility: Yes

Next Phase of Funding Available? Yes

Comments: The proposed roadway widening construction is included in the STIP Grouping for Construction: Safety/ITS/Operational Improvements; therefore, it meets the fiscal constraint requirements.

Typical Section: The proposed typical section for I-81 southbound includes a 36-ft pavement width (three 12-ft lanes) and an 8-ft median shoulder in areas with no guardrail or barrier, and 12-ft median shoulder in areas with guardrail or barrier.

Structures: Str# 14881 (Rte 1836NB), 14879 (Rte 1836SB), 03224 (Rte 648NB), 03226 (Rte 648SB), 03228 (Tinker Creek NB), 03229 (Tinker Creek SB), 03236 (Rte 220NB), 03238 (Rte 220SB), and 27693 (Rte 115)

SOCIO-ECONOMIC

Minority/Low Income Populations: Present with no impact **Disproportionate Impacts to Minority/Low Income Populations:** No

Source: 2022 US EPA EJScreen, 2022 Justice40 Transportation Disadvantaged Census Tracts

Existing or Planned Public Recreational Facilities: Not Present

Community Services: Present with no impact

Consistent with Local Land Use: Yes

Source: Roanoke County GIS Database; Botetourt County GIS Database; Salem District Planning Section

Existing or Planned Bicycle/Pedestrian Facilities Not Present

Source: Salem District Planning Section; Bikeway Plan for the Roanoke Valley Area 2012

Socio-Economic Comments: The percentage of people of color and low income populations in the project area Census Tract Block Groups given above are below the state, EPA Region, and US average. There are no relocations, no displacements and no disruption of community services (e.g., police services, fire protection, emergency medical services and/or school bus operations). Local traffic may experience delays resulting from interstate bridge work where surface streets cross the interstate, but these will be temporary and short in duration and will not result in long-term adverse impacts. Therefore, the proposed project will not have a Disproportionately High and Adverse Effect on any population that may qualify as an EJ Community. In accordance with the provisions of E.O. 12898 and FHWA Order 6640.23, no further Environmental Justice analysis is required. See Environmental Justice Analysis (Attachment B).

SECTION 4(f) and SECTION 6(f)

Use of 4(f) Property: No

Source: GIS Integrator - Metadata Source: VDCR LWCF 6(f); VDOT Cultural Resources staff

6(f) Conversion: No **Acres of Conversion:**

4(f) Comments: There are no Section 4(f) properties within the project corridor.

6(f) Comments: There are no Section 6(f) properties within the project corridor.

CULTURAL RESOURCES

Section 106 Effect Determination: NO EFFECT

Name of Historic Property: None

DHR Concurrence date: 06/16/2022

MOA/PA Execution Date: None

Cultural Resource Comments: The Virginia Department of Historic Resources concurred with a "no effect" determination to historic properties on June 16, 2022.

NATURAL RESOURCES

Are Waters of the U.S. present? Yes

Linear Feet of Impact: Approximately 5754

Federal Threatened or Endangered Species:

Indiana Bat (*Myotis sodalis*)-Federal:FE-May affect, Not Likely to adversely Effect

Northern Long-Eared Bat (*Myotis septentrionalis*)-Federal:FT-May affect, Not Likely to adversely Effect

Based upon review of federal databases including IPaC, federal T&E species have a ☒ 10/19/2022 B Willis potential to occur in the project area.

100 Year Floodplain: None

Regulatory Floodway Zone: Present with no impact

Zone Code: AE

Public Water Supplies: Not Present

Are any tidal waters/wetlands present? No

Wetlands: Present with impacts

Tidal Acres of Impact:

Tidal Wetland Type:

Are any Non-Tidal Wetlands Present? Yes

Non Tidal Acres of Impact: 0.411

Non Tidal Wetland Type: Forested

Total Wetland Acres of Impacts: 0.411

Are water quality permits required? Yes

Natural Resource Comments: Waters of the U.S. (WOUS): The 5,754 linear feet of impact to several tributaries leading to the Roanoke River and the 0.411 acre of wetland impacts are a preliminary estimate only. All proposed construction activities in WOUS will be identified during final design and addressed through the water quality permit acquisition process.

Threatened & Endangered Species: The U.S. Fish & Wildlife Service (FWS) Information, Planning, and Consultation (IPaC) Official Species List identifies the endangered Indiana bat and threatened northern long-eared bat as species that may occur within the boundary of the project and/or may be affected by the project. An acoustic bat survey was completed on June 5-11, 2020 and June 23-25, 2020, following the methods outlined in the FWS's 2020 Range-wide Indiana Bat Summer Survey Guidelines. The survey resulted in no detections of any federally-listed bat species.

Regulatory Floodway Zone: Bridge Str. No. 2026 (Fed ID #3228) and Str. No. 2027 (Fed ID #3229) over Tinker Creek span a regulatory floodway zone. There will be no impacts to the floodway zone as the design of the replacement bridges shall adhere to the project criteria that, "There is no allowable increase in the 100-year flood elevation (0.0 foot) because the project is in a FEMA Detailed Study Stream with a Floodway," per the I-81 Over Tinker Creek Hydrologic and Hydraulic Analysis, dated May 27, 2022.

AGRICULTURAL/OPEN SPACE

Open Space Easements: Present with no impact

Agricultural/Forestal Districts: Not Present

Source: Project Definition Form

Agricultural/Open Space Comments: Open Space Easements including NPS Appalachian Trail, Carvins Cove Reservoir, and Blue Ridge Land Conservancy are present within the 0.1 mile buffer; however, the proposed project will not result in any direct impacts or conversion of any land associated with these easements per the PFI Roadway Plans, dated 05/05/2022.

VDOT GIS Integrator - Metadata Source: Agricultural/Forestal Districts; VOF Conservation Projects; Conservation Lands.

FARMLAND

NRCS Form CPA-106 Attached? Yes

Rating: 112

Alternatives Analysis Required? No

Source: Salem District Environmental Section; USDA Natural Resources Conservation Service (NRCS) GIS database.

Farmland Comments: Per 7 CFR 658.2(a), VDOT has elected to make the determination that these lands could be utilized as farmlands; however, based on VDOT's completion of the Corridor Assessment Criteria in Part VI of Form CPA-106 (Attachment C - CPA-106), this project's combined score (Parts V and VI) was less than 160 points, even if the Part V value was the maximum of 100 points. Therefore, per 7 CFR 658.4(c)(2), this project need not be given further consideration for protection and no additional sites need be evaluated.

INVASIVE SPECIES

Invasive Species in the project area? Unknown

There is potential for invasive species to become established along the limits of disturbance of the project during and following construction. Section 244.02(c) of VDOT's Road and Bridge Specifications includes provisions intended to control noxious weeds (which includes non-native and invasive species).

While rights-of-ways are at risk from invasive species colonization from adjacent properties, implementing the above provisions would reduce or minimize potential for introduction, proliferation, and spread of invasive species. Additionally, the implementation of best management practices for erosion/sediment control and abatement of pollutant loading would minimize indirect impacts to adjoining communities and habitat by reducing excess nutrient loads that could encourage invasive species proliferation.

Invasive Species Comments: Standard VDOT seed mixes will be used for the re-establishment of vegetation on areas disturbed by construction.

AIR QUALITY

Air Quality Status and Regional Conformity

Jurisdiction Description: This project is located within an Attainment area for all of the National Ambient Air Quality Standards (NAAQS). In accordance with 40 CFR Part 93, transportation conformity requirements are not applicable to the project since the project is not located in a nonattainment or maintenance area for any transportation-related criteria pollutant (i.e., ozone, particulate matter, nitrogen dioxide, and carbon monoxide). In addition, the project is located in a volatile organic compounds (VOC) and nitrogen oxides (NOx) Emissions Control Area. As such, all reasonable precautions should be taken to limit the emissions of VOC and NOx. The following VDEQ air pollution regulations must be adhered to during the construction of this project: 9 VAC 5-130, Open Burning restrictions; 9 VAC 5-45, Article 7, Cutback Asphalt restrictions; and 9 VAC 5-50, Article 1, Fugitive Dust precautions.

Carbon Monoxide

CO Microscale Analysis Required for NEPA? No

✓ The proposed project meets the criteria specified in the current FHWA-VDOT "Programmatic Agreement for Project Level Air Quality Analyses for Carbon Monoxide" and therefore a project-specific analysis for CO is not required.

As the project is located in a region that is attainment of the CO NAAQS, EPA project-level ("hot-spot") transportation conformity requirements do not apply. As only NEPA applies, a project-specific analysis and/or assessment for carbon monoxide (CO) is not needed under the terms of the programmatic agreement between FHWA and VDOT for project-level air quality analyses for CO. As documented in that agreement, which is based on the analysis and information presented in the template Programmatic Agreement and Technical Support Document (TSD) developed in the National Cooperative Highway Research Program (NCHRP) 25-25 Task 104 study (2020), the weight-of-evidence shows that it may reasonably be concluded that the national ambient quality standard (NAAQS) for CO will be met.

Particulate Matter

This project is located in: A PM2.5 Attainment Area

PM Hotspot Analysis Required? No

The final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in Fine Particulate Matter (PM2.5) nonattainment and maintenance areas was published on March 10, 2006. This project is located in a PM2.5 attainment area and therefore no further discussion of PM2.5 is necessary.

Mobile Source Air Toxics

This project requires: No further discussion of MSAT

✓ The project qualifies for a categorical exclusion under 23 CFR 771.117.

This project is excluded from further analysis following FHWA's Interim Guidance Update on MSAT Analysis in NEPA dated October 18, 2016 for projects qualifying as a categorical exclusion under 23 CFR 771.117.

NOISE

Noise Scoping Decision: Type I - Noise study required

Barriers Under Consideration? Yes

Noise Comments: A preliminary noise analysis (PNA), dated August 2022, was prepared in accordance with Federal Highway Administration (FHWA) and VDOT noise assessment regulations and guidelines. Based on the anticipated noise impacts, 15 noise barriers were evaluated to determine whether or not they meet VDOT's feasibility and reasonableness criteria. Only one (1) noise barrier (Barrier B) was determined to be both feasible and reasonable and would therefore meet VDOT's criteria to be constructed. The PNA presents the results of the preliminary noise evaluation; however, a more detailed analysis will be completed during the final design of the project that may change the number and location of sound barriers determined to be feasible and reasonable.

RIGHT OF WAY AND RELOCATIONS

Residential Relocations: No

Commercial Relocations: No

Non-Profit Relocations: No

Right of Way required? Yes

Fee Simple: 34.3

Temporary Easement: 25.1

Permanent Easement: 2

Utility Easement: 16.7

Amount of Right of Way Acreage: 78.1

Septic Systems or Wells: Present with no impact

Hazardous Materials: Present with no impact

Source: Salem District Right-of-Way; Salem District Hazardous Materials Staff

ROW and Relocations Comments: The acreage totals for proposed right-of-way acquisition and easements are preliminary. The final acreage totals will be determined following advancement of roadway design.

Phase I Environmental Site Assessments (ESA) were completed and identified thirteen (13) recognized environmental conditions (RECs) along the project corridor. Phase II ESA's were subsequently completed on four (4) RECs with three (3) resulting in additional management considerations being recommended if they are impacted during construction activities. The remaining nine (9) RECs will either be avoided or do not represent a substantial liability or require substantial regulatory negotiation to resolve.

CUMULATIVE AND INDIRECT IMPACTS

Present or reasonably foreseeable future projects (highway and non-highway) in the area: Yes

Impact same resources as the proposed highway project (i.e. cumulative impacts): No

Indirect (Secondary) impacts: No

Source: Salem District Environmental Section

Cumulative and Indirect Impacts Comments: Project #0081-080-903 (UPC 108906) to add auxiliary lanes in each direction between Exits 141 and 143 was recently completed and Proj. #0081-80-946 (UPC 116203) is currently under construction to add additional through lanes in each direction between Exits 136-141.

Per EM-NEPA-715, the indirect and cumulative effects of the proposed action have been considered as part of this document. The impact causing activities proposed as part of the project could result in limited indirect effects to the surrounding area. These impacts could be minimized and mitigated through appropriate erosion and sediment controls, stormwater management, and adhering to permit conditions. Indirect impacts to socioeconomic resources would be mitigated and minimized through actions taken by the locality, individual property owners, and the surrounding business community. The proposed project would contribute negligible increments to the cumulative effects of past, present and reasonably foreseeable future projects.

PUBLIC INVOLVEMENT

Substantial Controversy on Environmental Grounds: No

Source: VDOT Project Manager

Public Hearing: Yes **Type of Hearing:** Combined Hearing

Other Public Involvement Activities: No

Public Involvement Comments: A public hearing will be scheduled in the January/February 2023 timeframe.

COORDINATION

State Agencies:

Virginia Outdoors Foundation
Department of Mines, Minerals and Energy
Department of Environmental Quality
Department of Forestry
Department of Health

Federal Agencies:

U.S. Fish and Wildlife Service

Local Entity:

Botetourt County Administrator
Roanoke County Administrator
Roanoke Planning District
Botetourt Planning District

Other Coordination Entities:

Simpson, Robin C

11/04/2022

Environmental Manager, CE Certification

Date

This project meets the criteria for a Categorical Exclusion pursuant to 40 CFR 1508.4 and 23 CFR 771.117 and will not result in significant impacts to the human or natural environment.

Documentation of FHWA Review

Project Name: I-81 Corridor Improvement Project MM144 – Exit 150 Add'l Lanes
State Project Number: 0081-080-947, B601, B602, B603, B604, B605, B696, B697, B698, B699, C501, P101, R201

UPC: 116201

Based on the information provided and after review of the Categorical Exclusion document for the subject project, FHWA approves the document for public availability.

Kevin Jones

FHWA- Virginia Division

 11/25/2022

Documentation of FHWA Review

Project Name: **I-81 Corridor Improvement Project MM144 – Exit 150 Add'l Lanes**

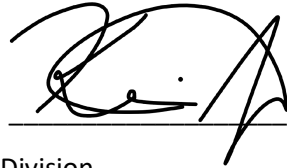
State Project Number: **0081-080-947, B601, B602, B603, B604, B605, B696, B697, B698, B699, C501, P101, R201**

UPC: **116201**

Based on preliminary environmental impact information compiled by VDOT, FHWA approved this project as a Categorical Exclusion on **01/12/2021**. Based on my review of the Categorical Exclusion documentation submitted by VDOT, I find this information acceptable and sufficient as supporting documentation to support the original Categorical Exclusion determination.

Kevin Jones

FHWA- Virginia Division



5/12/2023



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 18, 2025

Mr. Daniel Suarez, P.E.
Acting Division Administrator
Federal Highway Administration
P.O. Box 10249
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

Attention: Mr. Worku Letemo

Interstate I-81
I-81 CIP Exit 143 to Exit 150 Improvements
Projects: 0081-080-947, P101, R201, C501, B601, B602, B603, B604, B605, B696, B698, B699
Federal Project Number NHPP-081-2(321) UPC 116201
Roanoke and Botetourt Counties
Request for Modified Limited Access Line

Dear Mr. Letemo,

As you are aware, The Virginia Department of Transportation (VDOT) is developing plans for the I-81 Northbound and Southbound Widening from approximately Exit 143 to Exit 150 in Roanoke and Botetourt Counties, Virginia. This project constructs added capacity for I-81 in the median and interchange improvements at Exit 150 to improve safety and operations.

As a result of the design of the project, the Limited Access Line needs to be modified at several locations to accommodate the required construction for the roadway widening, various drainage outfalls, storm water management facilities, noise walls, and bridge construction.

I-81 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956. The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was documented and approved for public availability on May 12, 2023.

Therefore, VDOT is requesting your concurrence in modifications to the existing limited access lines along the Project corridor as shown on the attached exhibits and control points table.

Attached please find a copy of the Title Sheet, Exhibits showing the area of LACC, and the Limited Access Control Point Table for the affected areas.

VDOT approves of the Limited Access Control Changes as shown on the exhibits and control points table. We are requesting review and approval of these limited access changes so that the Commonwealth Transportation Board can approve the changes at their meeting on October 15, 2025.

If additional information is needed, please contact Mr. Butch Heishman, P.E. at 804.502.2362 or vernon.heishman@vdot.virginia.gov.

Sincerely,

 Vernon W Heishman

on behalf of

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

Approved:  MARY NANCY WALKER-
JOHNSON Digitally signed by MARY NANCY
WALKER-JOHNSON
Date: 2025.09.25 13:25:40 -04'00' Date _____

Enclosures
Project Title Sheet
Exhibits
Control Point Table

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

From: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Sent: Friday, September 19, 2025 2:15 PM
To: Leckner, Kimberly M. (VDOT)
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT)
Subject: Re: UPC 116201 LACC for I-81 MM 143 to 150

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: Friday, September 19, 2025 2:09:12 PM
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Subject: FW: UPC 116201 LACC for I-81 MM 143 to 150

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





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 5

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2025

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Approval of Amendments to the Rules, Regulations, and Rates Concerning Toll and Bridge Facilities (24VAC30-620)

WHEREAS, the Rules, Regulations, and Rates Concerning Toll and Bridge Facilities, 24VAC30-620, establishes the rules for collecting tolls on non-P3 toll facilities owned by the Virginia Department of Transportation (VDOT) and the procedures for the suspension of toll collection during emergencies; and

WHEREAS, the Commonwealth Transportation Board originally adopted 24VAC30-620 pursuant to its general authority to adopt regulations in § 33.2-210 of the *Code of Virginia* and the authority granted in §§ 33.2-613 and 33.2-1701 of the *Code of Virginia*, which provide that toll rates may be charged as set by law or as fixed by the Commonwealth Transportation Board and specify when tolls may not be charged; and

WHEREAS, Item 441 D.1 of Chapter 725 of the 2025 Acts of Assembly requires that no later than January 1, 2026, all rates, fees, tolls and other charges shall cease to be collected for the use of the George P. Coleman Bridge and necessitates removal of the toll rate schedule for the bridge from 24VAC30-620; and

WHEREAS, VDOT developed and has proposed amendments to 24VAC30-620 (Attachment A) to remove the toll rate schedule for the George P. Coleman Bridge and has completed an Agency Background Document (Attachment B) to be filed on the Virginia Regulatory Town Hall in conjunction with the exempt final regulatory action to amend these regulations.

Resolution of the Board

Approval of Amendments to the Rules, Regulations, and Rates Concerning Toll and Bridge Facilities (24VAC30-620)

October 15, 2025

Page 2 of 2

NOW, THEREFORE, BE IT RESOLVED, the Commonwealth Transportation Board hereby adopts the proposed amendments to 24VAC30-620, Rules, Regulations, and Rates Concerning Toll and Bridge Facilities (Attachment A).

BE IT FURTHER RESOLVED, the Commonwealth Transportation Board directs that the Commissioner of Highways, or his designees, take all necessary actions to effectuate the amendment of 24VAC30-620, filing the necessary forms, including the Exempt Action, Final Regulation Agency Background Document (Attachment B), as may be required by the Virginia Administrative Process Act.

BE IT FURTHER RESOLVED, that Board approval of this item replaces and supersedes the February 17, 2021, and July 21, 2021, resolutions titled *Approval of Proposed Amendments to Rules, Regulations and Rates Concerning Toll and Bridge Facilities*, provided however that nothing herein is intended to invalidate any actions previously taken pursuant to those resolutions.

####

Commonwealth Transportation Board (CTB) Decision Brief

Approval of Amendments to the Rules, Regulations, and Rates Concerning Toll and Bridge Facilities (24VAC30-620)

Issue: Item 441 D.1 of Chapter 725 of the 2025 Acts of Assembly requires that no later than January 1, 2026, all rates, fees, tolls and other charges shall cease to be collected for the use of the George P. Coleman Bridge. Amendments are needed to 24VAC30-620, the Rules, Regulations, and Rates Concerning Toll and Bridge Facilities, to remove the toll rate schedule for the George P. Coleman Bridge from the regulation. The Virginia Department of Transportation (VDOT) seeks Commonwealth Transportation Board (CTB) approval of the amendments and authorization to file an exempt action to finalize the amendments.

Facts: The Rules, Regulations, and Rates Concerning Toll and Bridge Facilities, 24VAC30-620, establishes the rules for collecting tolls on non-P3 toll facilities owned by VDOT and the procedures for the suspension of toll collection during emergencies. The CTB originally adopted the regulation pursuant to its general authority to adopt regulations in § 33.2-210 of the *Code of Virginia* and the authority granted in §§ 33.2-613 and 33.2-1701 of the *Code of Virginia*, which provide that toll rates may be charged as set by law or as fixed by the Commonwealth Transportation Board and specify when tolls may not be charged. The toll rate schedule for the George P. Coleman Bridge is set in 24VAC30-620-30 B.

Item 441 D.1 of Chapter 725 of the 2025 Acts of Assembly requires that no later than January 1, 2026, all rates, fees, tolls and other charges shall cease to be collected for the use of the George P. Coleman Bridge. While VDOT ended toll collection on the bridge on August 8, 2025, regulatory amendments are needed to remove the toll rate schedules for the bridge from 24VAC30-620. The proposed regulatory amendments developed and proposed by VDOT can be found in Attachment A. VDOT has prepared an Agency Background Document (Attachment B) to be posted to the Virginia Regulatory Town Hall (Town Hall) in conjunction with the exempt action to amend this regulation.

Recommendations: VDOT recommends approval of the proposed regulatory amendments to remove the toll rate schedule for the George P. Coleman Bridge from 24VAC30-620 and approval of the Agency Background Document to accompany the action to amend the regulation.

Action Required by CTB: A resolution will be presented for the CTB to (i) adopt the proposed amendments to 24VAC30-620 and (ii) authorize the Commissioner of Highways or his designees to take all actions necessary to effectuate the adoption of the regulatory amendments, including posting the associated Agency Background Document to Town Hall.

Result, if Approved: VDOT staff will take all necessary actions to effectuate the adoption of the amendments to 24VAC30-620.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: Public comment will be received for 30 days upon publication of the action to amend the regulation in the *Virginia Register of Regulations*.

Project 8420 - Final**Department of Transportation****Tolling amendments****24VAC30-620-30. Rates.**

A. The following are the toll rate schedules for the Powhite Parkway Extension Toll Road.

POWHITE PARKWAY EXTENSION TOLL ROAD MAXIMUM RATE STRUCTURE				
VEHICLE CLASS	MAIN LINE PLAZA	MAIN LINE PLAZA - EAST & WEST RAMP	RAMP - ROUTE 60	RAMP - COURTHOUSE ROAD
Two axle vehicles ¹	\$0.75	\$0.25	\$0.25	\$0.50
Three axle vehicles	\$1.00	\$0.35	\$0.35	\$0.60
Four axle vehicles	\$1.25	\$0.45	\$0.45	\$0.70
Five axle vehicles	\$1.50	\$0.55	\$0.55	\$0.80
Six axle vehicles	\$1.50	\$0.55	\$0.55	\$0.80
¹ Includes passenger cars, motorcycles, motorcycles equipped with a sidecar, towing a trailer or equipped with a sidecar and towing a trailer, and 2-axle trucks (4 and 6 tires).				

B. ~~The following are the toll rate schedules for the George P. Coleman Bridge.~~

~~GEORGE P. COLEMAN BRIDGE TOLL RATE STRUCTURE~~	
~~VEHICLE CLASS¹~~	~~ONE-WAY RATE~~
~~Motorcycles, pedestrians and bicyclists²~~	~~\$0.85~~
~~Commuter ETC cars, vans, pick-ups~~	~~\$0.85~~
~~Commuter ETC two-axle commercial vans/trucks~~	~~\$0.85~~
~~Cars, vans, pick-ups~~	~~\$2.00~~
~~Two-axle, six-tire trucks and buses~~	~~\$2.00~~

Three-axle vehicles and buses	\$3.00
Four or more axle vehicles	\$4.00
¹ Commuter toll rates will be available only via the E-ZPass electronic toll collection (ETC) system to two-axle vehicles making northbound crossings on the George P. Coleman Bridge.	
² Includes motorcycles equipped with a sidecar, towing a trailer, or equipped with a sidecar and towing a trailer. Motorcyclists requesting this rate must use the manual toll collection lanes because the Automatic Vehicle Identification system cannot accommodate the \$0.85 rate.	

G. For all designated high-occupancy toll facilities, the toll rates shall vary as necessary to manage the demand to use the facility in accordance with 23 USC § 166.

townhall.virginia.gov

Exempt Action: Final Regulation Agency Background Document

Agency name	Commonwealth Transportation Board
Virginia Administrative Code (VAC) Chapter citation(s)	24VAC30-620
VAC Chapter title(s)	Rules, Regulations, and Rates Concerning Toll and Bridge Facilities
Action title	Repealing Toll Rate Schedules for the George P. Coleman Bridge
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 Rules, Regulations, and Rates Concerning Toll and Bridge Facilities, 24VAC30-620, establishes the rules for collecting tolls on non-Public-Private Partnership, VDOT-owned toll facilities and the procedures for the suspension of toll collection during emergencies. Item 441 D.1 of Chapter 725 of the 2025 Acts of Assembly requires that no later than January 1, 2026, all rates, fees, tolls and other charges shall cease to be collected for the use of the George P. Coleman Bridge. VDOT ended toll collection on the bridge on August 8, 2025. Now, 24VAC30-620 must be amended to remove subsection B of section 30 pertaining to the toll rate schedules for the Coleman Bridge.

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."

Item 441 D.1 of Chapter 725 of the 2025 Acts of Assembly requires the elimination of tolls on the Coleman Bridge.

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 Commonwealth Transportation Board adopted final amendments to the Rules, Regulations, and Rates Concerning Toll and Bridge Facilities, 24VAC30-620.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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Agenda item # 6

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2025

MOTION

Made By: _____ Seconded By: _____

Action:

Title: Interstate 64 Hampton Roads Express Lanes Network Toll Facility Revolving Account (TFRA) Funding Authorization

WHEREAS, the Commonwealth Transportation Board (CTB) and the Hampton Roads Transportation Accountability Commission (HRTAC) developed and adopted the Hampton Roads Express Lanes (HREL) Network concept of operation and the Virginia Department of Transportation (VDOT), the CTB and HRTAC have entered into the Master Agreement for Development and Tolling of Hampton Roads Express Lanes Network (MTA), dated August 18, 2020, to address both development and tolling of the HREL Network; and

WHEREAS, pursuant to Article 4 of the MTA, VDOT is responsible to perform certain tolling duties and functions before the Transition Date (the date after which HRTAC will be responsible for tolling operation and maintenance duties) and among those duties, VDOT may contract for the provision of such services in a manner consistent with its past practice, subject to certain conditions; and

WHEREAS, On May 19, 2021, the CTB authorized the Commissioner of Highways (i) to award the Contract for the HREL Tolling System and Services and to execute the Contract and all other documents necessary to effectuate the award of the Contract and (ii) to exercise any

and all options pursuant to the Contract, including but not limited to options for development and implementation of tolling on additional segments of the HREL Network; and

WHEREAS, On June 23, 2021, the CTB affirmed and ratified the Commissioner of Highways' award and execution of the Contract for the HREL Tolling System and Services, and reiterated its authorization for the Commissioner of Highways to exercise any and all options under the Contract; and

WHEREAS, the CTB is authorized to allocate funding, whereby such funds allocated shall be considered as an advance of funding, from the Toll Facility Revolving Account (TFRA) pursuant to §33.2-1529 of the Code of Virginia to support these tolling-related construction and tolling integration efforts; and

WHEREAS, on September 20, 2017, the CTB advanced an amount of up to \$10,000,000 from the TFRA and allocated the same (TFRA Allocation) to pay the costs associated with work necessary to begin the engineering, analysis and construction of the needed tolling infrastructure and related services on Segment 2 of what is now the HREL Network, and directed that requests for additional funding from the TFRA or other sources for tolling infrastructure and related services be presented to the CTB for its approval; and

WHEREAS, on January 15, 2020, the CTB authorized an additional amount of up to \$28,000,000 to be advanced from the TFRA and allocated (TFRA Allocation) to support the construction and tolling integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264, including tolling integration costs for the High Rise Bridge, and related efforts for a regional Express Lanes Network in Hampton Roads; and

WHEREAS, on May 19, 2021, the CTB authorized the use of remaining TFRA funds from the September 20, 2017 TFRA Allocation and the January 15, 2020 TFRA Allocation in the amount of \$12,786,320 to fund the HREL Tolling System and Services Contract; and

WHEREAS, on September 21, 2022, the CTB authorized \$2,900,000 be advanced from the TFRA and allocated to support tolling related construction on Interstate 64 for the HREL Network in Hampton Roads; and

WHEREAS, VDOT has determined that the estimated cost to complete the needed tolling infrastructure and related services on Interstate 64 for the remaining network segments to be up to \$28,100,000.

NOW THEREFORE, BE IT RESOLVED by the CTB, that pursuant to §33.2-1529, an amount of up to \$28,100,000 be advanced from the TFRA and allocated to support tolling-related construction on Interstate 64 for the HREL Network in Hampton Roads.

Resolution of the Board

Interstate 64 Hampton Roads Express Lanes Network Toll Facility Revolving Account (TFRA)

Funding Authorization

October 15, 2025

Page 3 of 3

BE IT FURTHER RESOLVED by the CTB that the toll revenues collected from the HREL Network will be used in accord with § 33.2-309, and the MTA, including the reimbursement of funding advanced from the Toll Facilities Revolving Account authorized herein in accord with § 33.2- 1529 of the Code of Virginia.

#####

CTB Decision Brief

Interstate 64 Hampton Roads Express Lanes Network Toll Facility Revolving Account (TFRA) Funding Authorization

Issue: The Virginia Department of Transportation (VDOT) has continued to develop and implement a dynamic tolling system for the Hampton Roads Express Lane Network in accord with the Master Agreement for Development and Tolling of Hampton Roads Express Lanes Network (MTA), entered into by VDOT, the Commonwealth Transportation Board (CTB) and the Hampton Roads Transportation Accountability Commission (HRTAC) and dated August 18, 2020. Supplemental TFRA Allocations are needed to complete additional work for the HREL tolling infrastructure, integration and related services on Interstate 64.

Facts:

Background on the Hampton Roads Express Lanes Network

- VDOT has previously made briefings to the CTB, HRTAC, and Hampton Roads Transportation Planning Organization (HRTPO), demonstrating the operational benefits of the HREL Network providing for continuous HOT lanes travel on Interstate 64 in Hampton Roads between the interchange of Interstate 64 and Jefferson Avenue in Newport News and the interchange of Interstates 64, 264, and 664 in the Bowers Hill section of Chesapeake.
- On May 21, 2020, the HRTPO identified and adopted the Regional Express Lanes Network, consistent with the HREL Network concept, “as a component of the Regional Priority Projects... identified by the HRTPO in its 2040 Long Range Transportation Plan to collectively provide the greatest impact on reducing congestion for the greatest number of citizens residing in Hampton Roads”, recommending the HRTAC pursue funding, development, and implementation for the network.
- On May 28, 2020, HRTAC voted to endorse inclusion of the HREL Network in the FY21-FY26 Plan of Finance – Six Year Operating and Capital Program and at their June 18, 2020 meeting approved the HRTAC Debt Management Plan to fund the HREL Network.
- The CTB and HRTAC developed and adopted the HREL Network concept of operation and VDOT, the CTB and HRTAC have entered into the MTA to address both development and tolling of the HREL Network.
- Pursuant to Article 4 of the MTA, VDOT is responsible to perform certain tolling duties and functions before the Transition Date (the date after which HRTAC will be responsible for tolling operation and maintenance duties) and in accord with those duties, the Commissioner of Highways entered into the Contract for the HREL Tolling System and Services, which was subsequently ratified by the CTB on June 23, 2021.

Toll Facilities Revolving Account Allocation

- On September 20, 2017, the CTB advanced an amount of up to \$10,000,000 from the Toll Facility Revolving Account (TFRA) and allocated the same to pay the costs associated with work necessary to begin the engineering, analysis and construction of the needed

tolling infrastructure and related services on Segment 2 of what is now the HREL Network, and directed that requests for additional funding from the TFRA or other sources for tolling infrastructure and related services be presented to the CTB for its approval.

- On January 15, 2020, the CTB authorized an additional amount of up to \$28,000,000 to be advanced from the TFRA and allocated to support the construction and tolling integration on Interstate 64 from the I-664/I-264 Interchange to Interstate 264, including tolling integration costs for the High Rise Bridge, and related efforts for a regional Express Lanes Network in Hampton Roads, and directed that the advance funding provided by the TFRA be repaid with toll revenues from the network of Express Lanes contemplated, or any portion thereof.
- On May 19, 2021 the CTB also authorized the use of remaining TFRA funds from the September 20, 2017 TFRA Allocation and the January 15, 2020 TFRA Allocation in the amount of \$12,786,320 to fund the HREL Tolling System and Services Contract.
- On September 21, 2022, the CTB authorized an amount of up to \$2,900,000 to be advanced from the TFRA and allocated to support tolling-related construction on Interstate 64 for the HREL Network in Hampton Roads.
- VDOT has determined that the estimated cost to complete the needed tolling infrastructure and related services on Interstate 64 is approximately \$28,010,440 for the remaining segments of the Hampton Roads Express Lane network.

Segment	Estimated Costs in millions (Contract Components and Oversight)
Remainder of Traffic and Revenue Study Work and Segment 2 Expenditures (Chesapeake)	\$5.0
Segment 1 (Norfolk)	3.4
Segment 3 (HRBT)	3.8
Segment 4A (Newport News)	5.6
Segment 4B (Newport News)	3.5
Segment 4C (Hampton)	4.7
Contingency	2.1
Total	\$28.1

- It is anticipated that once tolling commences on the Hampton Roads Express Lanes Network, tolling revenues will be used to pay the costs associated with operation and maintenance of the Tolling System and serve as a source of funding to repay the TFRA funding in accordance with the Revenues Waterfall defined in the Master Tolling Agreement.

Recommendation: VDOT recommends, pursuant to §33.2-1529, that an additional amount of up to \$28,100,000 be advanced from the TFRA and allocated to support the tolling-related construction and tolling integration on Interstate 64 and related efforts for the Hampton Roads Express Lanes Network on Interstate 64 in Hampton Roads, noting that the Mater Tolling Agreement, pursuant to the Revenues Waterfall and other provisions, provides for repayment of the advance funding provided by the TFRA with toll revenues from the network of Express Lanes

Action Required by the CTB: The CTB will be presented with a resolution for a formal vote to authorize the allocation and use of the additional TFRA Allocations in the amount of \$28,100,000 to pay for the additional work necessary to complete the HREL Network tolling infrastructure, integration and related services on Interstate 64 .

Result, if Approved: The tolling infrastructure on Interstate 64 for the remaining segments will be completed.

Options: Approve, Deny or Defer

Public Comments/Reactions: N/A



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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Agenda item # 7

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2025

MOTION

Made By: Seconded By: Action:

**Title: Washington Metropolitan Area Transit Authority Annual Reporting
Fiscal Year 2025**

WHEREAS, Virginia Code Section 33.2-1526.1 allocates 46.5 percent of the Commonwealth Mass Transit Fund to the Northern Virginia Transportation Commission (“NVTC”) for distribution to the Washington Metropolitan Area Transit Authority (“WMATA”) for capital purposes and operating assistance (“Commonwealth Mass Transit Fund WMATA Allocation”), as determined by NVTC; and

WHEREAS, the Virginia Code Section 33.2-1526.1 requires the CTB to withhold funding available to WMATA under the following conditions:

1. Va. Code Sec. 33.2-1526.1(K) requires that in any year that the total Virginia operating assistance in the approved WMATA budget increases by more than three percent from the total operating assistance in the prior year's approved WMATA budget, the CTB shall withhold an amount equal to 35 percent of the funds available. The following items shall not be included in the calculation of any WMATA budget increase: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board before or after July 1, 2018; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.
2. Va. Code Sec. 33.2-1526.1(L) requires the CTB to withhold 20 percent of the funds available if (i) any alternate directors participate or take action at an official WMATA Board meeting or committee meeting as Board directors for a WMATA compact member when both directors appointed by that same WMATA Compact member are present at the WMATA Board meeting or committee meeting or (ii) the WMATA Board of

Directors has not adopted bylaws that would prohibit such participation by alternate directors.

3. Va. Code Sec. 33.2-1526.1(M) requires that beginning July 1, 2019, the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has adopted a detailed capital improvement program covering the current fiscal year and, at a minimum, the next five fiscal years, and at least one public hearing on such capital improvement program has been held in a locality embraced by the NVTC; and (ii) WMATA has adopted or updated a strategic plan within the preceding 36 months, and at least one public hearing on such plan or updated plan has been held in a locality embraced by the NVTC.
4. Va. Code Sec. 33.2-1526.1(N) requires the CTB to withhold 20 percent of available funding unless WMATA prepares and submits a proposed detailed annual operating budget and any proposed capital expenditures and projects for the following fiscal year to the CTB by April 1 of each year. The budget shall include information on expenditures, indebtedness, pensions and other liabilities, and other information as prescribed by the CTB. In addition, such funds shall be withheld if the Commonwealth's and Northern Virginia Transportation Commission's principal representatives to the WMATA Board of Directors and the WMATA General Manager fail to annually address the CTB regarding the WMATA budget, system performance, and utilization of the Commonwealth's investment in the WMATA system; and

WHEREAS, the CTB approved policy and guidelines to govern future Board decisions related to the Governance and Funding Reforms for WMATA by resolution on September 18, 2018, which were most recently amended on September 20, 2023, require that DRPT analyze information received from WMATA and make a recommendation to the Board on enforcement actions, if any, to be taken; and

WHEREAS, DRPT has completed a review of WMATA's compliance with such requirements, in consultation with the Office of the Attorney General, and has presented their findings and recommendations to the Board; and

WHEREAS, DRPT considered revisions to the CTB policy as prescribed therein and presented to the CTB its recommendation to make no changes to CTB policy on September 16, 2025.

NOW THEREFORE, BE IT RESOLVED that the Board hereby adopts the following findings relative to WMATA's compliance for Fiscal Year 2025:

Three Percent Cap on Growth in Total Virginia Operating Assistance (Va. Code Sec. 33.2-1526.1(K))

1. The three percent cap on growth in total Virginia operating assistance was suspended for the compliance period by the Virginia 2024-2026 Biennium Budget.
2. No enforcement action to be taken for FY 2025.

Participation by Alternate Directors of the WMATA Board (Va. Code Sec. 33.2-1526.1(L))

1. WMATA has met the requirements of the statute and Board policy for FY 2025.
2. No enforcement action to be taken for FY2025.

Adoption of a Detailed Capital Improvement Program (Va. Code Sec. 33.2-1526.1(M))

1. WMATA has met the requirements for compliance with the statute and CTB policy.
2. No enforcement action to be taken for FY 2025.

Adoption or Update of a Strategic Plan (Va. Code Sec. 33.2-1526.1(M))

1. WMATA has met the requirements for compliance with the statute and CTB policy.
2. No enforcement action to be taken for FY 2025.

Submission of Detailed Budget Documents and Annual Address to CTB (Virginia Code Sec. 33.2-1526.1(N))

1. WMATA has met the requirements for compliance with the statute and CTB policy.
2. No enforcement action to be taken for FY 2025.

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CTB Decision Brief

Washington Metropolitan Area Transit Authority (WMATA) Annual Reporting: Fiscal Year 2025

Issue: In accordance with the CTB Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA) that was approved by the CTB on September 18, 2018, and most recently updated on September 20, 2023, WMATA must provide notifications to DRPT by specified deadlines each year regarding its compliance with legislative and CTB policy requirements. DRPT is required to analyze the information received from WMATA and present to the CTB, in September of each year, a recommendation on enforcement actions, if any, that are required to be taken by the CTB policy. A resolution approving DRPT's recommendations as presented is required. CTB policy also requires the Board to consider revisions to the policy at least every two years.

Facts: WMATA provided all required notifications for FY 2025 actions to DRPT by the required deadlines. DRPT staff reviewed and verified the information received from WMATA, and DRPT Senior Program Manager, Jen Monaco, presented DRPT's findings and recommendations to the CTB at its workshop on September 16, 2025. The five specific legislative and CTB Policy requirements that WMATA must document compliance with include:

- 1) a three percent cap on growth in total Virginia operating assistance from the previous fiscal year;
- 2) restrictions on the participation by Alternate Directors to the WMATA Board;
- 3) annual adoption of a detailed Capital Improvement Program (CIP);
- 4) the adoption or update of a Strategic Plan at least every 36 months; and
- 5) submission of detailed budget documents and an annual presentation to the CTB by the WMATA General Manager and WMATA Board members from Virginia.

WMATA must also certify that it held public hearings on the CIP and Strategic Plan prior to adoption.

The requirement related to the three percent cap on growth in total Virginia operating assistance was suspended for two years, including this compliance period, in the Virginia 2024-2026 Biennium Budget that was approved in May 2024. DRPT found that WMATA met the standards for compliance with all legislative and CTB Policy requirements in FY 2025. DRPT also considered whether any CTB policy revisions were necessary this year and identified none, as presented at the September 16, 2025 workshop.

Recommendation: Based on its analysis of the required information received from WMATA, DRPT recommends that the CTB take no enforcement actions against WMATA related to its FY 2025 compliance with the CTB Policy and legislative requirements. DRPT also recommends no changes to CTB policy.

Action Required by CTB: Approval of the attached resolution certifying that the CTB will take no enforcement actions against WMATA related to its FY 2025 compliance with the CTB Policy and legislative requirements.

Options: Approve, Deny or Defer.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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Agenda item # 8

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2025

MOTION

Made By: Seconded By: Action:

**Title: Rail Industrial Access –
Perdue AgriBusiness LLC – City of Chesapeake**

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

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

WHEREAS, Perdue AgriBusiness LLC applied for RIA grant funds in the amount of \$750,000 to construct 2,085 feet of new track to serve its facility in the City of Chesapeake, Virginia; (Project) and

WHEREAS, the Department of Rail and Public Transportation (DRPT) evaluated the Project in accordance with the Commonwealth Transportation Board's (Board) Rail Industrial Access Policy and, because the Project scored 50 or more points, has recommended its approval; and

WHEREAS, the City of Chesapeake, Virginia has, by resolution dated August 12, 2025, shown support for the application for RIA funds by Perdue AgriBusiness LLC for use at its facility located in the City of Chesapeake; and

WHEREAS, Norfolk and Portsmouth Belt Line Railroad Company, by letter dated June 24, 2025, has indicated its support for the Perdue Agribusiness LLC Project and has agreed to serve the facility; and

WHEREAS, the funding request falls within the intent of Section 33.2-1600 of the *Code of Virginia*, and because the Project is in accordance with the provisions of the Board's Policy on the use of Industrial Access Railroad Track funds, funding may be allocated to this Project; and

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

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$750,000 of the RIA Fund be provided to Perdue AgriBusiness LLC to construct 2,085 feet of new track subject to the following requirements:

1. All necessary right of way and utility adjustments must be provided at no cost to the Commonwealth;
2. All costs above the \$750,000 RIA grant must be borne by Perdue AgriBusiness LLC or sources other than those administered by DRPT;
3. Execution of an agreement acceptable to the Director of DRPT; and
4. Execution of a contractual commitment by Perdue AgriBusiness LLC to maintain the track and make repayment of any costs related to the future relocation or removal of such track and facilities, in a form acceptable to the Director of DRPT.

#####

CTB Decision Brief
Rail Industrial Access Applicant
Location: City of Chesapeake, Virginia
Perdue AgriBusiness LLC

Summary: Perdue AgriBusiness LLC, (Perdue) is a division of Perdue Foods which is based in Salisbury, Maryland. The agribusiness division in Chesapeake, Virginia crushes soybeans and other agricultural commodities to make oils used in cooking and other applications and export soy and other grains to international markets. Perdue has applied for Rail Industrial Access grant funds in the amount of \$750,000 to construct 2,085 feet of new track to serve its facility in the City of Chesapeake, Virginia.

DRPT has evaluated the Project in accordance with the CTB's Rail Industrial Access Policy. The Project scores 76 points. Proposed Projects must reach a 50-point threshold to receive a recommendation by DRPT staff. For this project:

- The Applicant plans 7,700 new rail cars annually.
- The minimum threshold for carloads is 10 carloads annually.
- The Applicant commits to 4 new jobs.
- The Applicant's new rail spur will divert approximately 26,180 trucks from Virginia highways per year.
- The total capital investment in the facility is estimated at \$61.9M.
- The total railroad track rehabilitation and construction cost is estimated at \$3.1M.
- There will be a claw-back provision in the grant Agreement for failure to meet performance requirements based on the CTB adopted program performance policies.

Source of State Funds: FY 2026 Industrial, Airport, and Rail Access Fund

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

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

Options: Approve, Deny, or Defer



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2025

MOTION

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

Action: _____

Title: FY2026-2031 Six-Year Improvement Program Transfers **August 16, 2025 through September 19, 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; and

WHEREAS, in cases where the cumulative increase of Highway Construction District Grant Program Funds pursuant to 33.2-371 exceeds the threshold established in the Board's Policy and Guide for Implementation of the SMART SCALE Project Prioritization Process, additional details are provided in Attachment B.

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

August 16, 2025 through September 19, 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. In cases where the cumulative increase of Highway Construction District Grant Program Funds pursuant to 33.2-371 exceeds to threshold established in the Board's Policy and Guide for Implementation of the SMART SCALE Project Prioritization Process, additional details are provided in Attachment B.

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from August 16, 2025 through September 19, 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.

Decision Brief

FY2026-2031 Six-Year Improvement Program Transfers for August 16, 2025 through
September 19, 2025
October 15, 2025
Page 2 of 2

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

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 HIGHWAY SAFETY BALANCE ENTRY	70700	Bristol	US 23 Clear Zone Improvements	125211	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1), VA Safety State - State (CS3SS0)	\$ 722,143	\$ 1,978,418	\$ 1,978,418	57.5%	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 Bristol District								\$ 722,143				
2	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Culpeper	PROGRAM UPC CULPEPER RUMBLE STRIPS	126417	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1), VA Safety State - State (CS3SS0)	\$ 1,295,000	\$ 1,295,000	\$ 1,295,000	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to an underway project.
Subtotal Culpeper District								\$ 1,295,000				
3	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY, STATEWIDE HPP DEALLOCATION BALANCE ENTRY, STATEWIDE SYIP UPDATE BALANCE ENTRY	70700, T21770, T1179	Fredericksburg	#SMART22 US-17 BUSINESS STARS STUDY IMPROVEMENTS	119113	Carbon Reduction Flexible Allocation - Soft Match (CFR101) , Carbon Reduction Flexible Allocation-Federal (CFR100), HPP - State (HS0100), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 3,748,863	\$ 14,822,276	\$ 14,822,276	33.9%	Transfer of surplus funds recommended by District from the Statewide Highway Safety Balance Entry, Statewide HPP Balance Entry and Statewide SYIP Balance Entry line items to a scheduled project.
4	Fredericksburg	TRENCH WIDENING - RICH/TAPPAHANNOCK HIGHWAY (ROUTE 360)	T30499	Fredericksburg	2026 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 218	128173	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 349,839	\$ 349,839	\$ 349,839	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
5	Fredericksburg	TRENCH WIDENING - RICH/TAPPAHANNOCK HIGHWAY (ROUTE 360)	T30499	Fredericksburg	2027 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 3	128174	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 665,948	\$ 665,948	\$ 665,948	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
6	Fredericksburg	TRENCH WIDENING - RICH/TAPPAHANNOCK HIGHWAY (ROUTE 360)	T30499	Fredericksburg	2026 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 3	128175	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 405,309	\$ 405,309	\$ 405,309	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
7	Fredericksburg	TRENCH WIDENING - RICH/TAPPAHANNOCK HIGHWAY (ROUTE 360)	T30499	Fredericksburg	2026 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 360	128177	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 349,839	\$ 349,839	\$ 349,839	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
8	Fredericksburg	TRENCH WIDENING - RICH/TAPPAHANNOCK HIGHWAY (ROUTE 360)	T30499	Fredericksburg	2026 PLANT MIX - PRIMARY: TRENCH WIDENING - RTE 1	128178	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 249,204	\$ 249,204	\$ 249,204	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
9	Fredericksburg	TRENCH WIDENING - RICH/TAPPAHANNOCK HIGHWAY (ROUTE 360)	T30499	Fredericksburg	2026 PLANT MIX - SECONDARY: TRENCH WIDENING - RTE 738	128179	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 765,467	\$ 765,467	\$ 765,467	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled project to fund a scheduled project.
10	Fredericksburg	TRENCH WIDENING - RICH/TAPPAHANNOCK HIGHWAY (ROUTE 360)	T30499	Fredericksburg	FREDERICKSBURG DISTRICT - 2027 HSIP TRENCH WIDENING	T31013	Safety (statewide) (CF3100), Safety Soft Match (statewide) (CF3101), VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 3,155,229	\$ 3,155,229	\$ 7,506,229	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from a canceled project to 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
Subtotal Fredericksburg District								\$ 9,689,698				
11	Statewide	STATEWIDE SYIP UPDATE BALANCE ENTRY	T1179	Hampton Roads	#BF - RTE 612 OVER APPLEWHITE SWAMP REPLACEME.(FED ID 17780)	122528	Bridge Formula Allocation-Federal (CFB700), Bridge Formula Allocation-Soft Match (CFB701)	\$ 595,015	\$ 3,095,015	\$ 3,095,015	23.8%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the SYIP Balance Entry line item to a scheduled project.
12	Hampton Roads, Statewide	FERRY BOAT PROGRAM , Replace Ferry Boat Pocahontas Engines and Drive Systems, REMOVE EXISTING TIMBER DOLPHINS AT JAMESTOWN SCOTLAND FERRY	110839, 108490, 123192	Hampton Roads	INSTALL PIPE PILES AND ACCESS LADDERS AT SLIP #2	123193	Discretionary Grant State Match (CNS251).., Ferries Allocation - Federal (CF7230), Ferries Allocation - Soft Match (CF7231), Ferry Boat - Federal (CNF223), Ferry Boat - Softmatch (CNF823), Ferry Boat - Statewide (CNF223)	\$ 435,563	\$ 997,599	\$ 4,242,036	77.5%	Transfer of surplus funds recommended by District from completed projects and a scheduled project to fund a scheduled project.
13	Statewide	#SS - SPECIAL STRUCTURE FUND	T25409	Hampton Roads	#SS - HRBT EB REVERSAL - LIGHTING, VENTILATION/SCADA	124351	Special Structures Fund - State (SSF000)	\$ 3,600,000	\$ 24,329,081	\$ 24,329,081	17.4%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Balance Entry line item to fund an underway project.
14	Hampton Roads	ROUTE 17 WIDENING IMPROVEMENTS AT SMITH NECK ROAD	123641	Hampton Roads	#SMART26 US RT 17 WIDENING PHASE 1 LN EXT @ STATE RT 669	127931	RSTP : Hampton Roads (CF2M30), RSTP Match : Hampton Roads (CS2M31)	\$ 2,002,884	\$ 15,913,118	\$ 15,913,118	14.4%	Transfer of surplus funds recommended by District and MPO from a canceled project to a scheduled project.
Subtotal Hampton Roads District								\$ 6,633,462				
15	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	VHSIP19 RTE 1520 & 9070 - CONSTRUCT SIDEWALK	114091	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 1,812,409	\$ 6,793,283	\$ 6,793,283	36.4%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Highway Safety Balance Entry line item to a scheduled project.
16	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Lynchburg	VHSIP SAFETY PRESCOPING - LYNCHBURG	126636	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1)	\$ 350,000	\$ 350,000	\$ 350,000	100.0%	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 Lynchburg District								\$ 2,162,409				
17	Northern Virginia	RIDESHARING ENHANCEMENTS AND TDM IN ALEXANDRIA FY'15 - '18	106807	Northern Virginia	RIDESHARING ENHANCEMENTS AND TDM IN ALEXANDRIA FY '19-'23	112496	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$ 1,125,940	\$ 2,608,842	\$ 2,608,842	75.9%	Transfer of surplus funds recommended by District and MPO from an underway project to a completed project.
18	Northern Virginia	CITYWIDE ROADBED RECONSTRUCTION , ROADBED RECONSTRUCTION - FAIRFAX CITY FY24	119590, 119674	Northern Virginia	CITYWIDE ROADBED RECONSTRUCTION	119590	Accounts Receivable - Urban (NOP722), RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$ 462,847	\$ 2,242,030	\$ 2,242,030	26.0%	Transfer of surplus funds recommended by District and MPO from an underway project and a cancelled project to fund an underway project.
19	Northern Virginia	#SMART20 - RICHMOND HIGHWAY-BUS RAPID TRANSIT - DRPT, FRONTIER DRIVE EXTENSION AND BRAIDED RAMPS	106742, 115550	Northern Virginia	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2	120800	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$ 15,401,408	\$ 245,180,799	\$ 245,180,799	6.7%	Transfer of surplus funds recommended by District and MPO from a scheduled and underway projects to fund a scheduled project.
20	Statewide	#I95CIP RAMP METERING PROGRAM UPC	116657	Northern Virginia	#I95 CIP DYNAMIC RAMP METERING NORTHERN VIRGINIA	128127	I-95 Corridor Funds - State (CS9195)	\$ 5,700,000	\$ 5,700,000	\$ 5,700,000	100.0%	Transfer of surplus funds recommended by District and Traffic Operations Division from a scheduled 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
21	Statewide	#SS - SPECIAL STRUCTURE FUND	T25409	Northern Virginia	#SS - ROSSLYN TUNNEL - ITS	128204	Special Structures Fund - State (SSF000)	\$ 56,000	\$ 56,000	\$ 56,000	100.0%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Balance Entry line item to fund a scheduled project.
22	Northern Virginia	COMMUTER SERVICES PROGRAM FY25-FY27	T24287	Northern Virginia	S GEORGE MASON DR. MULTIMODAL IMPROVEMENTS	128266	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								\$ 25,295,225				
23	Richmond	RICHMOND DGP DEALLOCATION BALANCE ENTRY	T21766	Richmond	#SMART22 - US 58 Improvements between Rt 46 and Brunswick Sq	119190	HB1887 - DGP (1): DGP - STP <5K (GF2700), HB1887 - DGP (1): DGP - STP <5K Soft Match (GF2701)	\$ 299,174	\$ 3,902,757	\$ 3,902,757	8.3%	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.
24	Statewide	#SS - SPECIAL STRUCTURE FUND	T25409	Richmond	#SS - VARINA-ENON Repair/Supplemental Foundation	120179	Special Structures Fund - State (SSF000)	\$ 18,703,094	\$ 46,122,166	\$ 46,122,166	68.2%	Transfer of surplus funds recommended by District and Asset Management Division from the Statewide Special Structures Balance Entry line item to fund a scheduled project.
25	Richmond	HVSB SYSTEMIC IMPROVS - SIGNAL CONTROLLED INTERSECTIONS, SYSTEMIC IMPROVEMENTS - SIGNAL CONTROLLED INTERSECTIONS	125536, 127582	Richmond	HVSB SYSTEMIC IMPROVEMENTS - SIGNAL CONTROLLED INTERSECTIONS	123019	VA Safety HSIP - Federal (CF3HS0), VA Safety HSIP - Softmatch (CF3HS1), VA Safety State - State (CS3SS0)	\$ 1,407,224	\$ 6,144,066	\$ 6,144,078	29.7%	Transfer of surplus funds recommended by District and Traffic Operations Division from cancelled projects to fund a scheduled project.
Subtotal Richmond District								\$ 20,110,318				
26	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Salem	OBMS Cycle Track	117181	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$ 217,692	\$ 899,390	\$ 681,698	31.9%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to an underway project.
Subtotal Salem District								\$ 217,692				
27	Statewide	STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	70700	Staunton	VHSIP - FLASHING YELLOW SIGNALS - WINCHESTER CITY	122969	VA Safety State - State (CS3SS0)	\$ 599,173	\$ 1,427,457	\$ 1,427,457	72.3%	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 Staunton District								\$ 599,173				
28	Fredericksburg	#I95CIP/ #ITTF- VSL FIELD DEVICE EQUIPMENT-FREDERICKSBURG D	118701	Statewide	#I95CIP VARIABLE SPEED LIMITS - PROGRAM UPC	116656	I-95 Corridor Funds - NHPP Federal (CF9910), I-95 Corridor Funds - NHPP Softmatch (CF9911)	\$ 2,145,001	\$ 7,034,630	\$ 7,034,630	43.9%	Transfer of surplus funds recommended by District and Traffic Operations Division from a completed project to an underway project.
Subtotal Statewide District								\$ 2,145,001				
Grand Total								\$ 68,870,121				

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	Bristol	#SGR Bristol - Local SGR Bridge - Balance Entry	T9534	Bristol	#SGR18LB - BRIDGE REPLACEMENT GRANNY CREEK (29696 Fed)	111437	SGR - State (SS0100)	\$ 402	\$ 180,402	\$ 180,402	0.2%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the district SGR LB Balance Entry line item to a completed project.
B	Bristol	#SGR Bristol - VDOT SGR Bridge - Balance Entry	T13510	Bristol	#SGR23VB (FED ID 16438) Culvert Rehab Rt 634 over Pine Creek	121137	SGR Bridge Federal BROS (SFBR50), SGR Bridge Soft Match BROS (SFBR51)	\$ 7,621	\$ 610,199	\$ 610,199	1.3%	Transfer of surplus funds recommended by District and Structure and Bridge Division from the district SGR VB Balance Entry line item to a completed project.
Subtotal Bristol District								\$ 8,023				
C	Hampton Roads	MARINER'S MUSEUM MULTI-PURPOSE TRAIL, Newport News Signal Timing Improvements	83254, 103016	Hampton Roads	#ITTF - Citywide Signal System Upgrade	107058	CMAQ : Hampton Roads (CF5M30), CMAQ Federal - Urban : Hampton Roads MPO (CNF214), CMAQ Match - Urban : Hampton Roads MPO (CNS214), CMAQ Match : Hampton Roads (CS5M31)	\$ 141,319	\$ 1,910,000	\$ 1,910,000	8.0%	Transfer of surplus funds recommended by District and MPO from completed projects to fund a scheduled project.
D	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714	Hampton Roads	Citywide Signal System Upgrade with Feasibility Study	110801	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31), Local Project Contributions - Urban (NOP723)	\$ 313,572	\$ 4,112,000	\$ 4,112,000	8.3%	Transfer of surplus funds recommended by District and MPO from the district CMAQ Balance Entry line item to a scheduled project.
E	Hampton Roads	City of Chesapeake Traffic Management System Phase 4	100538	Hampton Roads	Battlefield Blvd/Volvo Parkway Intersection Improvements	115516	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	\$ 43,173	\$ 870,673	\$ 870,673	5.2%	Transfer of surplus funds recommended by District and MPO from a completed project to fund a scheduled project.
F	Hampton Roads	HAMPTON ROADS MPO CMAQ BALANCE ENTRY	70714	Hampton Roads	CENTERVILLE TURNPIKE/ELBOW ROAD INTERSECTION IMPROVEMENTS	119269	CMAQ : Hampton Roads (CF5M30), CMAQ Match : Hampton Roads (CS5M31)	\$ 31,546	\$ 4,850,000	\$ 5,990,000	0.7%	Transfer of surplus funds recommended by District and MPO from the district CMAQ Balance entry line item to a scheduled project.
Subtotal Hampton District								\$ 529,610				
G	Statewide	Revenue Sharing Balance Entry-LAD	T24702	Lynchburg	REVSH17 - PHASE IV - RTE 163 (FIFTH STREET)-RECONSTRUCTION	113326	Revenue Sharing Local Match (NPL201), Revenue Sharing State Match (CNS202)	\$ 856,668	\$ 8,688,111	\$ 8,688,111	10.9%	Transfer of surplus funds recommended by District and Local Assistance Division from the Statewide Revenue Sharing Balance Entry line item to an underway project.
Subtotal Lynchburg District								\$ 856,668				
H	Northern Virginia	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2	120800	Northern Virginia	FRONTIER DRIVE EXTENSION AND BRAIDED RAMPS	106742	RSTP : Northern Virginia (CF2M10), RSTP Match : Northern Virginia (CS2M11)	\$ 2,598,592	\$ 248,058,377	\$ 248,058,377	1.1%	Transfer of surplus funds recommended by District and MPO from a scheduled project to a scheduled project.
Subtotal Northern Virginia District								\$ 2,598,592				
I	Statewide	IOEP - OPERATIONS PLAN SYIP BALANCE ENTRY	124578	Richmond	#95CIP - INSTALL ITS DEVICES, SOUTHERN REGION	116725	I-95 Corridor Funds - State (CS9195)	\$ 268,073	\$ 3,429,428	\$ 3,429,428	8.5%	Transfer of surplus funds recommended by District and Traffic Operations Division from the Statewide Interstate Operations and Enhancement Program Operations Balance Entry line item to a completed project.
Subtotal Richmond District								\$ 268,073				

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	Statewide	#ITTF21 HIGH SPEED COMMUNICATIONS ARTERIALS - NORTHWEST	116803	Statewide	#ITTF20 HIGH SPEED COMMUNICATIONS ARTERIALS STATEWIDE	115855	CTB Formula - ITS State (CS0160)	\$ 39,741	\$ 788,851	\$ 788,851	5.3%	Transfer of surplus funds recommended by District and Traffic Operations Division from a completed project to an underway project.
Subtotal Statewide District								\$ 39,741				
Grand Total								\$ 4,300,707				



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 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	T31107	Bristol	Pennington Gap	9999	New EDA Local Access Road Between Rte. 421/Alt. Rte.58/East Morgan Ave.	\$3,992,540	\$3,992,540	\$0	APD Local Access	Yes
2	T31013	Fredericksburg	Districtwide	9999	Fredericksburg District-2027 HSIP Trench Widening	\$7,506,229	\$7,506,229	\$0	Safety	Yes
9	128318	Northern Virginia	Loudoun County	0050	RTE 50 / 606 LOUDOUN CO PKWY INTERCHANGE IAR - VDOT OS ONLY	\$75,000	\$75,000	\$0	Local Accounts Receivable	Yes
Total						\$11,573.769	\$11,573.769	\$0		

Attachment B

SMART SCALE Highway Construction District Grant Greater than Threshold Transfers

Line Item on Threshold Report: 23**CTB Member Concurrence:** Davis, Richmond District

Project Information	Original Application	Current
District	Richmond	
Project Description	UPC 119190 #SMART22 - US 58 Improvements between Route 46 and Brunswick Square	
Organization	Brunswick County	
SMART SCALE Round	4	
Scope	Reconfigure the US 58 and Brunswick Square Shopping Center intersection to a Continuous Green-T, close the southbound approach of Cattail Dr (Rt 694), restrict the northbound approach of Twin Ponds Rd (Rt 694) to right-in/right-out and remove the existing crossover between Cattail Dr and Twin Pond Rd	
Benefits	Safety, Economic Development, Environment	
Score	5.19	
Rank	14/19	
SMART SCALE Budget	\$3,198,053 (DGP)	\$3,603,583 (DGP) \$405,530 within threshold DGP transfer processed
Other Funds	NA	NA
Total Allocations	\$3,198,053	\$3,603,583
Total Cost	\$3,198,053	\$3,902,757
Shortfall		\$299,174
Expenditures		\$514,230
Status		Project is VDOT administered and is ready for advertisement.

Project Information	Original Application	Current
Justification		Shortfall is due to higher than anticipated costs for maintenance of traffic, additional earthwork, and the need to include 870 linear feet of paved ditch due to drainage outfall conditions.
Proposed SMART SCALE Budget Increase		Increase of \$299,174 (DGP) for a total revised SMART SCALE budget of \$3,902,757, resulting in a revised score of 4.25 and change in rank to 16/19.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2025

MOTION

Made By: _____ Seconded By: _____

Action:

Limited Access Control Change, Route 10, Town of Smithfield

WHEREAS, Route 10 was designated as a Limited Access Highway by the State Highway Commission, predecessor to Commonwealth Transportation Board (CTB), on January 23, 1969; and

WHEREAS, in connection with State Highway Project 7010-046-101, R-201, the Commonwealth acquired a certain limited access control easement from Thompson T. Rawls, et al., by deed dated July 23, 1973, recorded in Deed Book 208, Page 622, and recorded in the Office of the Clerk of Circuit Court of the County of Isle of Wight; and

WHEREAS, Howard W. Gwaltney, Jr. Family Trust, an adjacent property owner, has requested a break in limited access control along Route 10 to support the by right development of their adjacent property; and

WHEREAS, the proposed limited access control change (LACC), shown on Sheet 15 of State Highway Project 7010-046-101, RW-201, is 105 feet long, beginning at a point 250.4 feet opposite Station 346+42.5 (Route 10 construction centerline) to a point 223.7 feet opposite Station 347+47.5 (Route 10 construction centerline); and

WHEREAS, the Town of Smithfield, by Resolution dated November 6, 2024, endorses the proposed LACC; and

WHEREAS, the Virginia Department of Transportation's (VDOT's) Hampton Roads District has determined, with the Chief Engineer concurring, that the proposed LACC along Route 10, creating the 4th leg of the currently signalized T-Intersection, will have minimal impact on the operation of Route 10 and that the proposed LACC is appropriate from a safety and traffic control standpoint; and

WHEREAS, VDOT's Hampton Roads District has reviewed the environmental impact analysis and determined that the location of the proposed LACC is not within a non-attainment area for air quality and that there will be no adverse environmental impacts; and

WHEREAS, public notices to receive comments were posted in The Virginian-Pilot, Legacy, and Smithfield Times on February 2, 2025; Smithfield Times on March 5, 2025; and The Virginian-Pilot, on March 6, 2025; and

WHEREAS, compensation shall be paid by the requestor in consideration of the LACC and the related easement to be conveyed, as determined by the Commissioner of Highways or his designee; and

WHEREAS, the requestor has borne all the appropriate costs in accordance with 24 VAC 30-401-20; and

WHEREAS, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and

WHEREAS, all costs of engineering and construction, including all necessary safety improvements, will be borne by the requestor; and

WHEREAS, the requestor will be required to obtain a land use permit prior to any activity within the Route 10 limited access right of way; and

WHEREAS, VDOT has reviewed the requested LACC and determined that it is 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 proposed LACC as shown on the attached exhibits.

NOW, THEREFORE, BE IT RESOLVED, in accordance with Va. Code § 33.2-401 and 24 VAC 30-401-20 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that Route 10 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 and subject to the conditions mentioned herein.

Resolution of the Board
Limited Access Control Change
Route 10, Town of Smithfield
October 15, 2025
Page 3 of 3

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

####

CTB Decision Brief
Limited Access Control Change
Route# 10, Town of Smithfield

Issue: Howard W. Gwaltney, Jr. Family Trust, a property owner adjacent to Route 10, has requested a break in limited access control to support the by right development of their adjacent parcel. The break in limited access control will create the 4th leg of the currently signalized T-Intersection but will have a minimal impact on the operation of Route 10. This limited access control change (LACC) requires approval of the Commonwealth Transportation Board (CTB) pursuant to Va. Code § 33.2-401 and 24 VAC 30-401-20.

Facts:

- Route 10 was designated as a Limited Access Highway by the State Highway Commission, predecessor to the CTB, on January 23, 1969.
- In connection with State Highway Project 7010–046-101, R-201, the Commonwealth acquired a certain limited access control easement from Thompson T. Rawls, et al., by deed dated July 23, 1973, recorded in Deed Book 208, Page 622, and recorded in the Office of the Clerk of Circuit Court of the County of Isle of Wight.
- The proposed LACC, shown on Sheet 15 of State Highway Project 7010-046-101, RW-201, is 105 feet long, beginning at a point 250.4 feet opposite Station 346+42.5 (Route 10 construction centerline) to a point 223.7 feet opposite Station 347+47.5 (Route 10 construction centerline).
- The Town of Smithfield, by resolution dated November 6, 2024, endorses the proposed LACC.
- VDOT's Hampton Roads District has reviewed and approved the global traffic study dated August 2, 2024, prepared by McPherson Consulting, and found that it adequately addresses the impacts from the proposed LACC.
- VDOT's Hampton Roads District has reviewed the environmental impact analysis and determined that the location of the proposed LACC is not within a non-attainment area for air quality and that there will be no adverse environmental impacts.
- Public notices to receive comments were posted in The Virginian-Pilot, Legacy, and Smithfield Times on February 2, 2025; Smithfield Times on March 5, 2025; and The Virginian-Pilot on March 6, 2025.
- Compensation shall be paid by the requestor in consideration of the LACC and the related easement to be conveyed, as determined by the Commissioner of Highways or his designee.
- All right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements.
- All costs of engineering and construction, including all necessary safety improvements, will be borne by the requestor.
- The requestor will be required to obtain a land use permit prior to any activity within the Route 10 limited access right of way.

Decision Brief
Limited Access Control Change
Route 10, Town of Smithfield
October 15, 2025
Page 2 of 2

- VDOT has reviewed the requested LACC and determined that it is in compliance with Va. Code § 33.2-401 and that the requirements of 24 VAC 30-401-20 have been met.

Recommendations: VDOT recommends the approval of the proposed LACC. VDOT further recommends that the Commissioner be authorized to take all actions and execute all documentation necessary to implement the LACC.

Action Required by CTB: Va. Code § 33.2-401 requires a majority vote of the CTB to approve the recommended LACC. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The Commissioner of Highways will be authorized to take all actions necessary to comply with this resolution.

Options: Approve, Deny, or Defer

Public Comments/ Reaction: One comment was received in support of the LACC.



COMMONWEALTH of VIRGINIA

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

Stephen C. Brich, P.E.
COMMISSIONER

October 1, 2025

The Honorable W. Sheppard Miller, III
The Honorable Stephen C. Brich, P. E.
The Honorable Raymond D. Smoot, Jr.
The Honorable Frederick T. Stant III
The Honorable Tom Fowlkes
The Honorable 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 Davis.
The Honorable Linda Green
The Honorable D. J. Gribbin
The Honorable Beckly Norton Dunlop
The Honorable John P. Good Jr.
The Honorable J. Randall Minchew
The Honorable Tiffany Robinson

Subject: Approval of Limited Access Control Change (LACC) for Route 10, Town of Smithfield

Dear Commonwealth Transportation Board Members:

The Department has received a request for your consideration from Howard W. Gwaltney, Jr. Family Trust, for a break in the limited access control along Route 10, supporting the by right development of the adjacent property. The break in limited access control will create the 4th leg of the currently signalized T-Intersection. The Department staff have determined the proposed break will have a minimal impact on the operation of Route 10 and that the proposed LACC is appropriate from a design, safety and traffic control standpoint.

The request meets the engineering criteria and guidelines set forth in Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code. I have reviewed the Staff's recommendations and determined that approving this break in limited access control 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,

DocuSigned by:

Barton Thrasher

8C7FBDE9EE37409...
Barton A. Thrasher, P.E.
Chief Engineer

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
January 23, 1969**

The monthly meeting of the State Highway Commission was held at the Central Office in Richmond, Virginia on January 23, 1969 at 10 A.M. Mr. Douglas B. Fugate, Chairman, presided.

Present: Messrs. Baughan, Chilton, Duckworth, Fitzpatrick, Glass, Hairston, Landrith and Weaver.

The chairman welcomed Mr. Thomas R. Glass, who had been appointed on January 10, 1969 to represent the Lynchburg Construction District, replacing Mr. Lawrence H. McWane, deceased.

On motion of Judge Weaver, seconded by Mr. Duckworth, minutes of the meeting of December 19, 1968 were approved.

On motion of Judge Weaver, seconded by Mr. Duckworth, permits issued from December 19, 1968 to January 23, 1969, inclusive, as shown by records of the Department were approved.

Motion was made by Judge Weaver, seconded by Mr. Duckworth, that cancellation of permits from December 19, 1968 to January 23, 1969, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Judge Weaver, seconded by Mr. Duckworth, the Commission confirmed letter ballot action concurring in award of contract by the City of Norfolk on Project U000-122-104, PE101, C501, B601.

Mr. Paul Johnson, of the Appalachian Power Company, reported to the Commission on progress of the Power Company in obtaining permit for their Blue Ridge Development project which is holding up construction on Route 58 between Galax and Independence. Mr. Johnson said he believed the Power Company would be able to release the Highway Department in February, 1970 to go ahead with this work. Mr. Hunsberger said the Department would be ready to advertise a project immediately upon being given the go ahead by the Power Company if right of way is clear. Mr. Mattox thought this would be possible.

Mr. Johnson stated he would keep the Commission advised if there is any change in the Power Company's schedule.

WHEREAS, request is made by the State Board for the Department of Community Colleges that the recently constructed roads leading to the new site of the John Tyler Community College in Chesterfield County be added to the Primary System of Highways; and

WHEREAS, upon inspection by our Highway Engineers, the requested road additions have been constructed by the College to conform with standards required for acceptance as a part of the Primary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that the newly constructed entrance road leading easterly from its intersection with Route 1, a total of 0.40 mile all within the grounds of the John Tyler Community College, be added to Primary System of Highways and designated as new State Route 366.

MOTION CARRIED.

→ | Moved by Mr. Duckworth seconded by Judge Weaver that the proposed relocation of State Route 10 in Isle of Wight County and the Town of Smithfield, the Smithfield By-Pass, from approximately 4 miles north of the North Corporate Limits of the Town of Smithfield to approximately 2.5 miles south of the South Corporate Limits of the Town of Smithfield, including any necessary relocations, interchange areas, ramps, connections, etc., be designated as a Limited Access Highway; as provided under Article 3, Chapter 1, Title 33 of the 1960 Code of Virginia, as amended.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Duckworth that,

WHEREAS, by virtue of Chapter 263 of the Acts of Assembly of 1932, roads within grounds of State Institutions were included in the Primary System of Highways; and

WHEREAS, under authority of Section 33-26 of the 1950 Code of Virginia, as amended, the Highway Commission may add such additional roads, bridges and streets as it shall deem proper to the Primary System of Highways; and

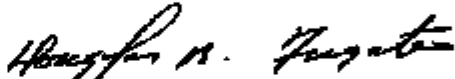
WHEREAS, request is made in a resolution adopted by the State Board for the Department of Community Colleges that certain recently constructed on-site access roads within the grounds of the Frederick Community College in Nansemond County be added to the Primary System of Highways; and

Mr. Troy Arnold, appointed Assistant Attorney General for the Department on January 1, was introduced to the Commission.

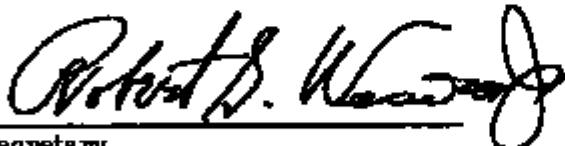
The chairman said the Commission members had received an invitation to attend opening ceremonies for an 8.6 mile section of Interstate Route 64 in the City of Chesapeake on January 28, under the sponsorship of the Chesapeake Chamber of Commerce.

The meeting was adjourned at 11:15 A.M.

Approved:


Chairman

Attested:


Secretary

A RESOLUTION TO SUPPORT THE REQUEST OF
HUTTON SMITHFIELD VA ST, LLC
TO OBTAIN APPROVAL
FROM THE COMMONWEALTH TRANSPORTATION BOARD
FOR A BREAK IN THE LIMITED ACCESS RESTRICTION
ALONG US ROUTE 10 BYPASS
TO PROVIDE THE FOURTH LEG OF THE SIGNALIZED INTERSECTION
WITH S. CHURCH STREET

WHEREAS, Hutton Smithfield VA ST, LLC has approached the Smithfield Town Council to support a request to the Commonwealth Transportation Board for authorization of a break in the limited access status along US Route 10 Bypass; and

WHEREAS, Hutton Smithfield VA ST, LLC has proposed to develop the 14.194-acre parcel referenced as "Cypress Crossing" under the current zoning and has provided a global traffic study to support the request to provide primary access at the signalized intersection of Benns Church Boulevard and S. Church Street S with a second access located at the unsignalized intersection of Benns Church Boulevard and Cypress Crossing / Gumwood Drive intersection, with proposed modifications to restrict side street left-turn movements and

WHEREAS, Hutton Smithfield VA ST, LLC has proposed a conceptual plan of development for the property depicting a signalized access and associated intersection improvements and proposed right-of-way acquisition along US Route 10 Bypass to support an exclusive right-turn lane and direct access to the public right-of-way to support the limited access break, all of which would be funded exclusively by Hutton Smithfield VA ST, LLC; and

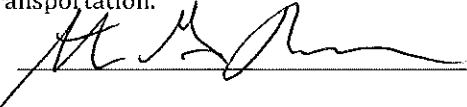
WHEREAS, the only other access option available to the property would be from the unsignalized intersection of Benns Church Boulevard and Cypress Crossing/Gumwood Drive. This intersection has current safety concerns and would require a signal to support the development should a secondary access not be provided. However, this location does not meet signal spacing requirements with the signalized intersection of Benn's Church Boulevard and S. Church Street and would require an access management waiver, and

WHEREAS, Hutton Smithfield VA ST, LLC has provided a global traffic study that has been reviewed by the Franklin Residency and Hampton Roads District staff of the Virginia Department of Transportation who support the proposal for providing access as outline in the global traffic study, and

WHEREAS, the Smith Town Council has carefully considered the developer's proposal and determined that it is a request worthy of support, subject to conditions and agreements sufficient to guarantee the prospective developer implements the improvements to US Route 10 Bypass that have been pledged.

NOW, THEREFORE, BE IT RESOLVED by the Smithfield Town Council this 6th day of November 2024, that it does hereby endorse the request of Hutton Smithfield VA ST, LLC to obtain authorization from the Commonwealth Transportation Board for a limited access break that would allow the installation of a 4th leg of the existing signalized intersection at the US 10 Bypass Benns Church Boulevard and S. Church Street intersections and including the improvements within US Route 10 Bypass right-of-way and signalized intersection all of which are depicted on the site concept plan entitled "Cypress Crossing" prepared by Timmons Group, and dated March 13, 2024.

BE IT FURTHER RESOLVED that the Town Council endorsement of this request limited to this specific land use proposal and with the understanding that all necessary improvements within the US Route 10 Bypass right-of-way will be undertaken solely at the expense of Hutton Smithfield VA ST, LLC and in accordance with all requirements and standards prescribed and established by the Commonwealth Transportation Board and the Virginia Department of Transportation.

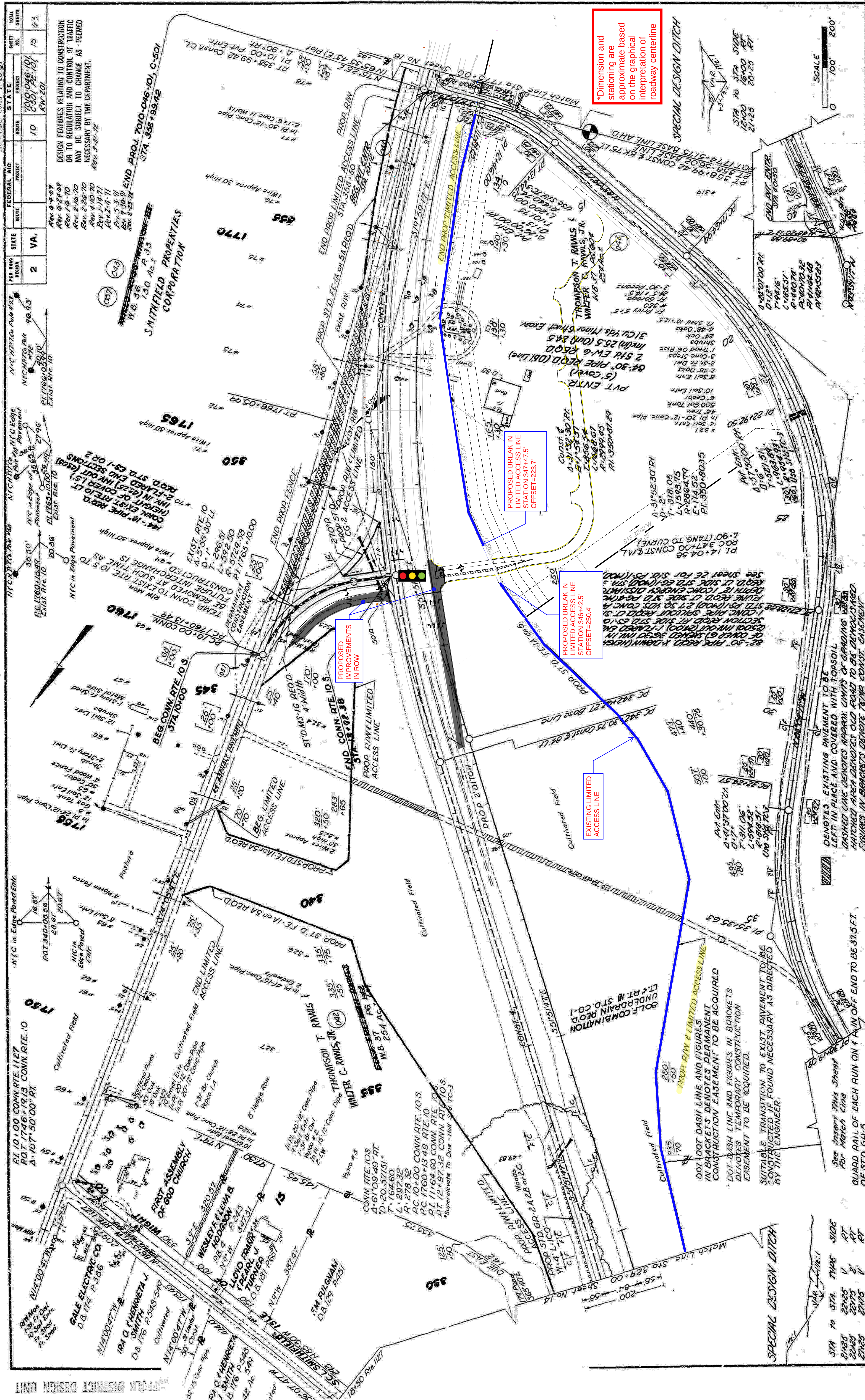


Steven G. Bowman, Mayor

PWA ROAD REGION	STATE	FEDERAL AID		STATE		SHEET NO.	TOTAL SHEET
		ROUTE	PROJECT	ROUTE	PROJECT		
2	VA.			10	2010-048-10/ 2501 PE 101	15	62

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

REV. 3-21-72



*Dimension and stationing are approximate based on the graphical interpretation of roadway centerline

SPECIAL DESIGN DITCH

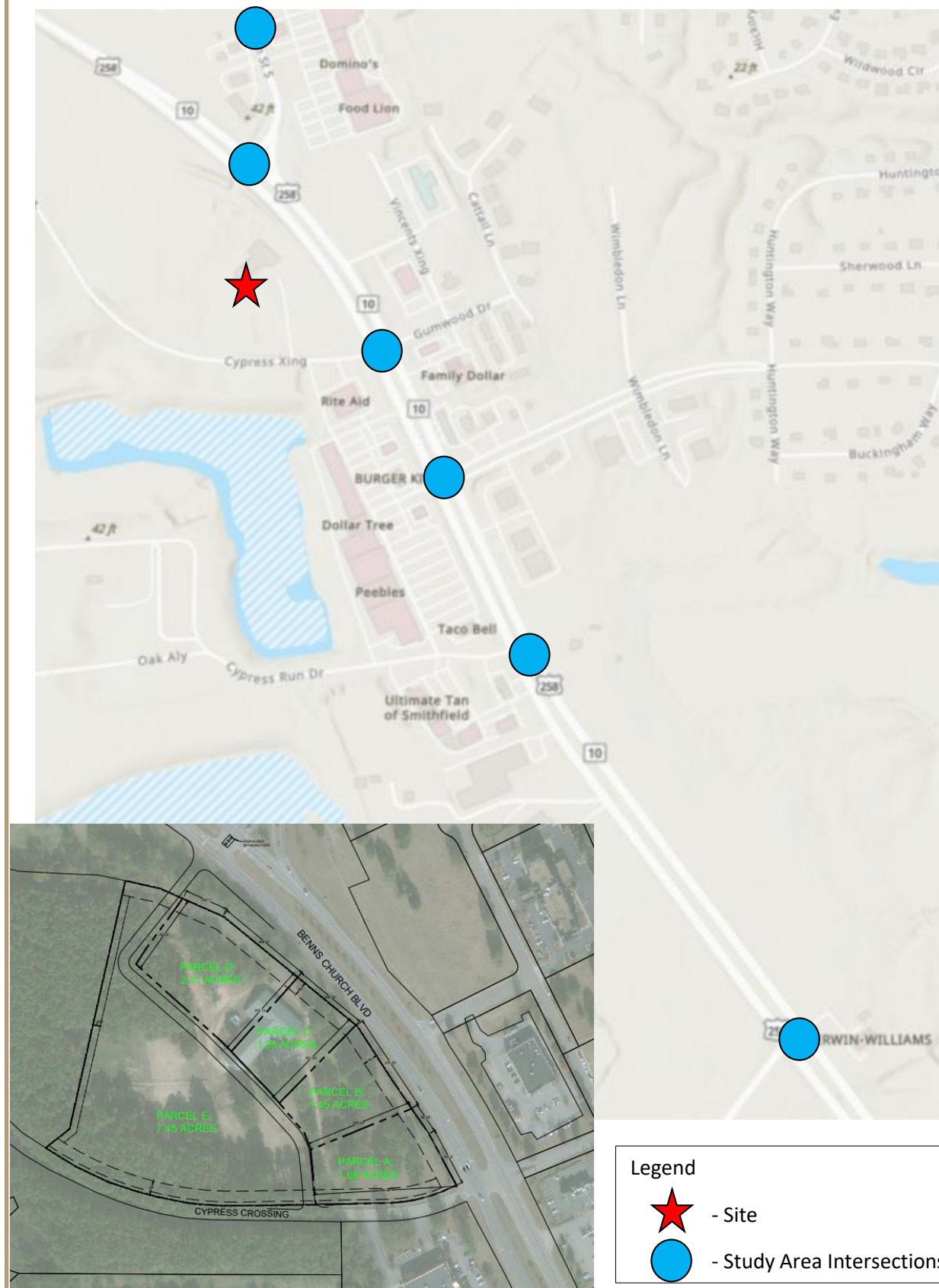
STA	TO	STA	SIDE
12+00		16+00	RT
21+25		28+25	RT

A horizontal scale bar with a black background. It is marked with '0' at the left end, '100' in the middle, and '200' at the right end. The word 'SCALE' is written vertically in white capital letters above the bar.

(58A-8895) 15

Study Area

North
Not to scale



SITE SUMMARY

ADDRESS: 18403 CYPRESS CROSSING
SMITHFIELD VA, 23430

PARCEL ID: #22-01-005H

ZONING: HR-C, ENTRANCE
CORRIDOR OVERLAY
DISTRICT

ACREAGE: 14.19 ACRES

PARCEL	ACREAGE	DEVELOPABLE ACREAGE
A	1.68	1.13
B	1.45	1.20
C	1.33	1.14
D	2.21	1.86
E	7.45	5.03



PRELIMINARY MASTER PLAN

May 2, 2022

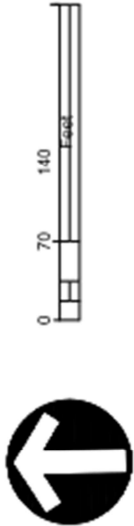


Figure 2

Cypress Crossing – Smithfield, VA
Site Plan



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 12

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 15, 2025

MOTION

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

Action:

Title: Transportation Partnership Opportunity Fund Allocation to the City of Williamsburg Economic Development Authority for the Colonial Williamsburg Transportation and Arrivals Center Project

WHEREAS, Chapter 847 of the 2005 Acts of Assembly created the Transportation Partnership Opportunity Fund (TPOF) to provide funds to address the transportation aspects of economic development opportunities; and

WHEREAS, Chapter 684 of the 2015 Acts of Assembly and Chapter 1230 of the 2020 Acts of Assembly revised the TPOF, adding components of the Commonwealth Transportation Fund as a funding source and codifying the TPOF as § 33.2-1529.1 of the *Code of Virginia*; and

WHEREAS, Chapters 546 and 547 of the 2023 Acts of Assembly (Acts) amended § 33.2-1529.1, establishing a new statutory process:

1. Authorizing the Governor to direct funds from the TPOF to the Commonwealth Transportation Board (CTB) for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs when recommended by the Secretary of Transportation and the Secretary of Commerce and Trade; and

2. Expanding the uses of the TPOF to allow for property acquisition and new or improved infrastructure to support economic development opportunities of the Commonwealth's transportation programs; and
3. Requiring that if funds directed by the Governor are (i) in excess of \$5 million dollars, the Secretary of Transportation is to submit a report to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations within 30 days, and (ii) in excess of \$35 million dollars on any one project, the direction shall be submitted for review to the Major Employment and Investment Project Approval Commission for approval; and

WHEREAS, on June 21, 2023, the CTB approved revised TPOF Guidelines and Criteria, incorporating the changes to §33.2-1529.1, as amended by the Acts; and

WHEREAS, Chapter 725 of the 2025 Acts of Assembly further restricts the direction of funds pursuant to § 33.2-1529.1 (C)(2), requiring that amounts in excess of \$20 million dollars for any one project, and any cumulative direction of funds in excess of \$50 million dollars during a biennium, shall be subject to approval by the Major Employment and Investment Project Approval Commission; and

WHEREAS, the Secretary of Transportation and the Secretary of Commerce and Trade have recommended that the Governor direct \$5.0 million from the TPOF to the CTB for allocation to the Economic Development Authority of the City of Williamsburg (EDA) for the Colonial Williamsburg Transportation and Arrivals Center (Arrivals Center) Project; and

WHEREAS, the City of Williamsburg does not have a formal downtown arrival area for buses, tourists, and other visitors. The City has long recognized the challenges posed by dispersed parking and inadequate accommodation for buses serving visitors to the Historic Area. The lack of designated bus parking has led to congestion and safety concerns, as buses frequently idle or discharge passengers along city streets in areas not designated for that purpose. This situation leads to buses dropping riders off throughout the City on busy streets and other locations, causing tourists and visitors to have a difficult time navigating through the City and orienting themselves to the many amenities and points of interest; and

WHEREAS, the development of a centralized and well-organized arrivals center for Colonial Williamsburg will directly address these issues by creating a safer, more efficient experience for both motorcoach operators and visitors. The Colonial Williamsburg Transportation and Arrivals Center Project in the City of Williamsburg is a partnership among the Colonial Williamsburg Foundation, the Williamsburg Area Transit Authority (WATA) and the City of Williamsburg, working through the EDA of Williamsburg. The project will provide designated parking for cars and buses, accommodate rideshare services, and streamline visitor flow, providing an enhanced experience for visitors at Colonial Williamsburg's Historic Area. This facility will also become part of the area's transit network. The Williamsburg Area Transit Authority intends to provide a WATA bus stop at this location to facilitate tourists' travel in the Historic Area and throughout the greater Williamsburg area; and

WHEREAS, Colonial Williamsburg had approximately 3.5 million visitors annually over the past couple of years and visitation is anticipated to increase to over 5 million in 2026. The levels of tourism expected with the 250th celebrations will generate both fiscal and economic growth. The Arrivals Center will help support the large volume of visitors by improving transportation logistics and providing enhanced safety and an improved visitor experience during the celebrations and in the future; and

WHEREAS, this Project is vital to improve the visitor experience, making the Williamsburg Historic Areas more welcoming and attractive, and allowing a more efficient use of Colonial Williamsburg's real estate assets. Furthermore, the Arrivals Center would reinvigorate a blighted section of Colonial Williamsburg and significantly relieve traffic and parking issues in the downtown Williamsburg area; and

WHEREAS, the Governor has directed \$5.0 million from the TPOF to the CTB for allocation to the EDA of the City of Williamsburg to support this Project; and

WHEREAS, the total estimated cost of the Project is \$12,688,780 and the EDA will use the TPOF funds to fund a portion of the Project and has secured the remaining funding for the Project; and

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the \$5.0 million in TPOF funding directed by the Governor is hereby allocated to the EDA of the City of Williamsburg for the Colonial Williamsburg Transportation and Arrivals Center Project.

BE IT FUTHER RESOLVED, by the Commonwealth Transportation Board, that VDOT shall enter into an agreement with the EDA of the City of Williamsburg, outlining the reimbursement process by which the EDA will obtain the TPOF funds allocated herein and the EDA's commitment to construct the Project.

###

CTB Decision Brief

Transportation Partnership Opportunity Fund Allocation to the Economic Development Authority of the City of Williamsburg for the Colonial Williamsburg Transportation and Arrivals Center Project

Issue: The Governor has directed \$5.0 million from the Transportation Partnership Opportunity Fund (TPOF) to the Commonwealth Transportation Board (CTB) pursuant to § 33.2-1529.1 of the *Code of Virginia* for allocation to the Economic Development Authority of the City of Williamsburg (EDA) for the Colonial Williamsburg Transportation and Arrivals Center Project. The direction of funds has been recommended by the Secretaries of Transportation and Commerce Trade and CTB allocation of said funds to the EDA for the Project is sought.

Facts: Chapter 847 of the 2005 Acts of Assembly created the Transportation Partnership Opportunity Fund (TPOF) as a source of financing to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs. Chapter 684 of the 2015 Acts of Assembly and Chapter 1230 of the 2020 Acts of Assembly revised the TPOF, adding components of the Commonwealth Transportation Fund as a funding source and codifying the TPOF as § 33.2-1529.1 of the *Code of Virginia*.

Chapters 546 and 547 of the 2023 Acts of Assembly (Acts) amended § 33.2-1529.1, establishing a new statutory process:

1. Authorizing the Governor to direct funds from the TPOF to the CTB for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs if recommended by the Secretary of Transportation and the Secretary of Commerce and Trade;
2. Requiring that if funds directed by the Governor are (i) in excess of \$5 million dollars, the Secretary of Transportation is required to submit a report to the Chairmen of the Senate Committee on Finance and Appropriations and the House Committee on Appropriations within 30 days, and (ii) in excess of \$35 million dollars on any one project, the direction shall be submitted for review to the Major Employment and Investment Project Approval Commission for approval; and
3. Expanding the uses of the TPOF to allow for property acquisition and new or improved infrastructure to support economic development opportunities of the Commonwealth's transportation programs.

On June 21, 2023, the CTB approved revised TPOF Guidelines and Criteria, which had been revised to render them consistent with §33.2-1529.1, as amended by the Acts.

Chapter 725 of the 2025 Acts of Assembly further restricts the authority to direct funds pursuant to § 33.2-1529.1 (C)(2) of the *Code of Virginia*, requiring that amounts in excess of \$20 million for any one project, and any cumulative direction of funds in excess of \$50 million during a biennium, shall be subject to approval by the Major Employment and Investment Project Approval Commission.

- Pursuant to § 33.2-1529.1 (C.2), the Governor has directed \$5.0 million from the TPOF to the CTB for allocation to the EDA of the City of Williamsburg to provide funding for the Colonial Williamsburg Transportation and Arrivals Center (Arrivals Center) Project. This Project is vital to improve the visitor experience, making the Historic Areas more welcoming and attractive, and allowing a more efficient use of Colonial Williamsburg's real estate assets. Furthermore, the Arrivals Center would reinvigorate a blighted section of Colonial Williamsburg and significantly relieve traffic and parking issues in the downtown Williamsburg area.
- The City of Williamsburg does not have a formal downtown arrival area for buses, tourists, and other visitors. The City has long recognized the challenges posed by dispersed parking and inadequate accommodation for buses serving visitors to the Historic Area. In particular, the lack of designated bus parking has led to congestion and safety concerns, as buses frequently idle or discharge passengers along city streets in areas not designated for that purpose. This situation leads to buses currently dropping riders off throughout the City on busy streets and other locations, and tourists and visitors have a difficult time navigating through the City and orienting themselves to the many amenities and points of interest.
- The development of a centralized and well-organized arrivals center for Colonial Williamsburg will directly address these issues by creating a safer, more efficient experience for both motorcoach operators and visitors. The Colonial Williamsburg Transportation and Arrivals Center Project in the City of Williamsburg is a partnership among the Colonial Williamsburg Foundation (CWF), the Williamsburg Area Transit Authority (WATA) and the City of Williamsburg, working through the EDA of Williamsburg. The project will provide designated parking for cars and buses, accommodate rideshare services, and streamline visitor flow, providing an enhanced experience for visitors at Colonial Williamsburg's Historic Area.
- The Arrivals Center will also become part of the area's transit network. The Williamsburg Area Transit Authority intends to provide a WATA bus stop at this location to facilitate tourists' travel in the Historic Area and throughout the greater Williamsburg area. This project is an example of the strong partnership that exists among CWF, WATA, and the City of Williamsburg as they strive to provide visitors an exceptional experience.
- Colonial Williamsburg had approximately 3.5 million visitors annually over the past couple of years and visitation is anticipated to increase to over 5 million in 2026. The levels of tourism expected with the 250th celebrations will generate both fiscal and economic growth. A new Arrivals Center, aligning with planned investments and activities in the Historic Area leading up to the 250th anniversary of American independence, will enhance the City's readiness to welcome increased visitation for the celebration and in the future.

- The Arrivals Center is vital to improve the visitor experience, making the Historic Areas more welcoming and attractive, and allow a more efficient use of Colonial Williamsburg's real estate assets. Furthermore, the Arrivals Center would reinvigorate a blighted section of Colonial Williamsburg and significantly relieve traffic and parking issues in the downtown Williamsburg area. This project will replace outdated facilities with modern infrastructure that improves mobility, reduces congestion, and enhances the visitor experience.

The total estimated project budget is \$12,688,780.

Source	Amount
City of Williamsburg	\$4,000,000
VA250 Grant (2024 Budget)	1,000,000
Colonial Williamsburg Foundation	2,688,780
Transportation Partnership Opportunity Fund (Sought)	5,000,000
Total	\$12,688,780

Recommendations: That the CTB (i) allocate the \$5.0 million in Governor-directed TPOF funding to the EDA of the City of Williamsburg for the Colonial Williamsburg Transportation and Arrivals Center Project, and (ii) direct VDOT to enter into an agreement with the EDA that outlines the reimbursement process by which the EDA will obtain these TPOF funds and the EDA's commitment to construct the Project.

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

Result, if Approved: The TPOF funds will be used as directed by the Governor and recommended by the Secretary of Transportation and the Secretary of Commerce and Trade.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None



BIDS FOR OCTOBER CTB ACTION MEETING

| Ben Coaker, P.E.

October 15, 2025

Order No. N01 – FREDERICKSBURG - 111406

SCOPE:	BRIDGE REPLACEMENT OVER CHOPAWAMSIK CREEK
LOCATION:	STAFFORD COUNTY
BIDS:	4
LOW BID:	\$ 9,732,696 (within range)
CONTRACTOR:	ARCHER WESTERN CONSTRUCTION, LLC. (HERNDON, VA)

Order No. N03 – HAMPTON ROADS - 59175

SCOPE:	INTERSECTION CONSTRUCTION
LOCATION:	CITY OF NORFOLK
BIDS:	4
LOW BID:	\$6,385,000 (within range)
CONTRACTOR:	BRANCH CIVIL, INC. (ROANOKE, VA)

Order No. M85 – HAMPTON ROADS - 126950

SCOPE:	RETAINING WALL REMEDIATION
LOCATION:	CITY OF VIRGINIA BEACH
BIDS:	3
LOW BID:	\$ 8,087,777 (within range)
CONTRACTOR:	ALLAN MYERS VA, INC. (GLEN ALLEN, VA)

Order No. N16 – SALEM - 116199

SCOPE:	NB EXIT 162 ACCEL. LN. EXT.
LOCATION:	BOTETOURT COUNTY
BIDS:	2
LOW BID:	\$ 6,025,888 (within range)
CONTRACTOR:	CROSSROADS BRIDGE, INC. (RURAL RETREAT, VA)

Order No. N17 – BRISTOL - 121233

SCOPE:	BRIDGE REHABILITATION
LOCATION:	WASHINGTON COUNTY
BID:	1
LOW BID:	\$ 9,316,886 (within range)
CONTRACTOR:	W-L CONSTRUCTION & PAVING, INC. (CHILHOWIE, VA)

Order No. N31 – LYNCHBURG - 124772

SCOPE:	SGR-BRIDGE REPLACEMENT
LOCATION:	CHARLOTTE COUNTY
BIDS:	5
LOW BID:	\$ 5,131,273 (within range)
CONTRACTOR:	BURLEIGH CONSTRUCTION CO., INC. (CONCORD, VA)

Order No. DB135 – Hampton Roads – 119217

SCOPE:	I-64 DENBIGH BOULEVARD INTERCHANGE PHASE 1
LOCATION:	CITY OF NEWPORT NEWS
BIDS:	3
BEST VALUE BID:	\$58,335,882 (within range)
CONTRACTOR:	SHIRLEY CONTRACTING COMPANY, LLC. (LORTON, VA)

Order No. DB137B – BRISTOL – 118662

SCOPE:	MCMULLIN BRIDGE REPLACEMENT – RTE. 660 OVER NSRR
LOCATION:	SMYTH COUNTY
BIDS:	2
BEST VALUE BID:	\$18,928,668 (within range)
CONTRACTOR:	ORDERS CONSTRUCTION COMPANY, INC.(ST. ALBANS, WV)



October 2025 CTB Meeting

N01

0001-089-738, B618, C501

Stafford County

The purpose of this project is to replace the structurally deficient bridge on Route 1 over Chopawamsic Creek to enhance safety, improve traffic flow, and extend the service life of this critical transportation link. The existing bridge no longer meets current design standards and poses maintenance challenges and operational challenges for the traveling public.

This project is funded through the Commonwealth Transportation Board (CTB), Protect Formula Program, and State of Good Repair (SGR) funds. This project has been reviewed by the Environmental Division to determine applicable permits required. Impacted utilities include water, electricity, and telecommunications infrastructure. All required rights of way have been acquired.

Fixed Completion Date: June 02, 2028

N03

R000-122-108, C502

City of Norfolk

The purpose of this project is to expand the Public Connector roadway constructed under the I-564 Intermodal Connector project into a 3-lane bi-directional facility that allows travel to and from the I-564 Intermodal Connector and Naval Station Norfolk's Gate 5, along with connectivity to Hampton Blvd.

This project is eligible for federal funding and, being on the Interstate system, the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required.

Fixed Completion Date: March 19, 2027.

M85

0264-134-975, C501

City of Virginia Beach

The purpose of this project is to stabilize and strengthen the foundation and subgrade of the existing retaining wall supporting the I-264 EB off-ramp at Exit 19C. The closed drainage system behind the wall will be repaired and the stormwater basin at the toe of the wall will be relocated away from the wall within existing right of way along with other drainage improvements.

The project will be funded through the Maintenance and Operations Program 604 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 existing right of way, and no utilities will be impacted.

Fixed Completion Date: December 3, 2027

N16

0081-011-835, M501

Botetourt County

The purpose of this project is to improve safety by extending the acceleration lane for the on-ramp from Route 11 to I-81 NB at Exit 162 to meet current standards. The ramp is planned to be extended 1,020 feet to a total length of 1,720 feet, which includes a 300 foot taper. This project is part of the I-81 Corridor Improvement Plan (ID # 33).

This project is eligible for federal funding and, being on the Interstate system, the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All rights of way needed for the project have been obtained and no utilities will be impacted.

Fixed Completion Date: December 18, 2026

N17

121233 – 0081-095-735, B684

Washington County

The purpose of this project is to replace the northbound I-81 bridge over Old Dominion Road. The new bridge will be constructed on the same alignment with a slight profile raise and will mirror the previously completed southbound structure. The project will maintain traffic during construction through phased shifts. Drainage from new impervious areas will tie into the existing southbound basin, and the structure will reuse existing foundations to limit impacts.

This project is eligible for federal funding and, being on the Interstate system, the inclusion of dedicated pedestrian or bicycle facilities is not applicable. This project has been reviewed by the Environmental Division to determine applicable permits required. All work will be performed within the existing right of way, and no utilities will be impacted.

Fixed Completion Date: May 4, 2027

N31

0642-019-888, C501, B648

Charlotte County

The purpose of this project is to replace the structurally deficient bridge and reconstruct 50 feet of approach road at each end of the bridge. The existing bridge was closed to traffic in February of 2023 due to scour undermining the pier foundations. An approximate 12-mile detour around the existing bridge is currently in place and will remain until the proposed bridge and approaches are completed. The proposed bridge is to be constructed on the existing alignment. The proposed structure is a prefabricated galvanized steel truss approximately 171'-8" long and 22'-0" wide (face-to-face of rails).

This project is eligible for federal funding and has been reviewed by the Environmental Division to determine applicable permits required. All rights of way needed for the project have been acquired via donations by the impacted property owners. The overhead distribution line north of the existing bridge has been relocated underground by Southside Electric Cooperative.

Fixed Completion Date: December 9, 2026

DESIGN BUILD PROJECT AWARD

Project Name: I-64 Denbigh Boulevard Interchange Phase 1
Project #: 0064-121-416, P101, R201, B654, C501
UPC: 119217 (PE, RW, CN)
Contract #: C00119217DB135
Location: City of Newport News, Virginia

The Project will construct the first phase of a full diamond interchange on I-64 at Denbigh Blvd. This project will install the I-64 westbound on-ramp and off-ramp, widen I-64 to support westbound ramps, install ramp intersection traffic signals, and widen Denbigh Blvd for ramp turn lanes. Denbigh Blvd/Warwick Ave & Denbigh Blvd/Jefferson Ave intersection improvements are also included that will provide new turn lanes and pedestrian accommodations. Widen northern abutment to accommodate the future bridge widening and remove and replace the existing T-Wall and associated existing geofoam as needed. The proposed project objectives include improving regional mobility and safety, increasing local network access and alleviating congestion, supporting increase in demand from developed urban corridors.

The Project was procured using a two-phase best-value design-build selection process.

Funding Sources: PTF (CNS246); HPP - NHPP (HF1100); HPP - NHPP Soft Match (HF1101); HPP: Nat. Freight Pgm - Federal (HF1150); HPP: Nat. Freight Pgm - Soft Match (HF1151); HPP - State (HS0100); SGR: SGR Bridge State (SSB700)

Final Completion Date: June 28, 2029

Offerors:

<u>Name</u>	<u>Price</u>	<u>Combined Score</u>
Shirley Contracting Company, LLC	\$ 58,335,882.25	89.98
Lane Construction Corporation	\$ 62,607,250.00	80.16
Posillico Civil, Inc	\$ 71,959,959.00	73.13

DESIGN BUILD PROJECT AWARD

Project Name: McMullin Bridge Replacement – Rte. 660 Over NSRR
Project #: 0660-086-791
UPC: 118662 (PE, RW, CN)
Contract #: C00118662DB137B
Location: Smyth County, Virginia

The Project includes the demolition and full replacement of the existing Route 660 bridge structure (currently closed to traffic) over Norfolk Southern Railroad (NSRR). Route 660 is anticipated to be realigned to facilitate construction of the new bridge structure over NSRR. The new structure will have increased vertical and horizontal clearance to meet railroad requirements and account for future expansion of the railroad by accommodating an additional set of tracks within the clearance zones. This project will improve the quality of travel for various stakeholders.

The Project was procured using a two-phase best-value design-build selection process.

Funding Sources: CTB Formula - Bridge State (BE - CS0110); HB1887 - SGR: SGR - STP (SF2700); HB1887 - SGR: SGR - STP Soft Match (SF2701); HB1887 - SGR: SGR Bridge Federal BROS (SFBR50); HB1887 - SGR: SGR Bridge Soft Match BROS (SFBR51); HB1887 - SGR: SGR Bridge State (SSB700)

Final Completion Date: October 31, 2027

Offerors:

<u>Name</u>	<u>Price</u>	<u>Combined Score</u>
Orders Construction Company, Inc.	\$18,928,668.00	84.49
Crowder Construction Company	\$20,298,205.33	81.93

CTB BALLOT

AWARD

ARTERIAL

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
N01	111406	FROM: 0.365 MI. S. RUSSELL RD	ARCHER WESTERN CONSTRUCTION, LLC	4	\$9,732,696.13	\$8,207,057.73	Within
	0001-089-738, B618, C501	TO: 0.086 MI. S. RUSSELL RD	HERNDON				
	NHPP-5111(457)	STAFFORD	VA				
	Construction/Maintenance Funds	FREDERICKSBURG DISTRICT					
		BRIDGE REPLACEMENT OVER CHOPAWAMSIC CREEK					
N03	59175	FROM: SEABEE RD INT. STA. 30+37	BRANCH CIVIL, INC.	4	\$6,385,000.00	\$7,888,186.36	Within
	R000-122-108, C502	TO: I-564 IMC MEDIAN STA. 47+50	ROANOKE				
	NHPP-5B03(543)	NORFOLK CITY	VA				
	Construction Funds	HAMPTON ROADS DISTRICT					
		INTERSECTION CONSTRUCTION					

2 Recommended for AWARD \$16,117,696.13

Bid Amount: Greater Than 5 Million

CTB BALLOT

Report created on : 9/25/25

Letting Date: 9/24/2025

AWARD

INTERSTATE

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
M85	126950	FROM: 0.554 MILES EAST OF LYNNHAVEN PARKWAY	ALLAN MYERS VA, INC.	3	\$8,087,777.00	\$8,300,628.70	Within
	0264-134-975, C501	TO: LONDON BRIDGE ROAD RAMP A	GLEN ALLEN				
		VIRGINIA BEACH CITY	VA				
	Construction Funds	HAMPTON ROADS DISTRICT					
		RETAINING WALL REMEDIATION					
N16	116199	FROM: 0.033 MILES S RTE. 11	CROSSROADS BRIDGE INC.	2	\$6,025,887.89	\$6,845,143.00	Within
	0081-011-835, M501	TO: 0.654 MILES N RTE. 11	RURAL RETREAT				
	NHPP-081-2(362)	BOTETOURT	VA				
	Construction Funds	SALEM DISTRICT					
		NB EXIT 162 ACCEL. LN. EXT.					
N17	121233	FROM: 0.461 MI. NORTH MM 8	W-L CONSTRUCTION & PAVING, INC.	1	\$9,316,886.05	\$8,766,882.19	Within
	0081-095-735, B684	TO: 0.311 MI. NORTH MM 9	CHILHOWIE				
	BFP-081-1(437)	WASHINGTON	VA				
	Construction/Maintenance Funds	BRISTOL DISTRICT					
		BRIDGE REHABILITATION					

3 Recommended for AWARD \$23,430,550.94

Bid Amount: Greater Than 5 Million
Letting Date: 9/24/2025

CTB BALLOT

Report created on : 9/25/25

AWARD

SECONDARY

Order No.	UPC No. Project No.	Location and Work Type	Vendor Name	No Of Bidders	Bid Amount	Estimated Construction Cost.	EE Range
N31	124772	FROM: 0.082 MI WEST OF ROANOKE CREEK	BURLEIGH CONSTRUCTION CO., INC	5	\$5,131,273.00	\$5,732,544.44	Within
	0642-019-888, B648, C501	TO: 0.068 MI EAST OF ROANOKE CREEK	CONCORD				
	STP-019-3(049)	CHARLOTTE	VA				
	Construction Funds	LYNCHBURG DISTRICT					
		SGR - BRIDGE REPLACEMENT					

1 Recommended for AWARD \$5,131,273.00

BID RESULTS FOR THE CTB

October 15, 2025

DESIGN-BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
UPC 119217 (PE, RW, CN)	I-64 Denbigh Boulevard Interchange Phase 1	AWARD	Shirley Contracting Company, LLC	3	\$58,335,882.25	\$57,092,722	Bid within EE Range
0064-121-416	City of Newport News, Virginia						
Contract # C00119217DB135	The Project is located in the City of Newport News and will construct the first phase of a full diamond interchange on I-64 at Denbigh Blvd. This project will install the I-64 westbound on-ramp and off-ramp, widen I-64 to support westbound ramps, install ramp intersection traffic signals, and widen Denbigh Blvd for ramp turn lanes. Denbigh Blvd/Warwick Ave & Denbigh Blvd/Jefferson Ave intersection improvements are also included that will provide new turn lanes and pedestrian accommodations.						
Design, ROW, Construction & QA/QC							

Recommended for Award: \$58,335,882.25

BID RESULTS FOR THE CTB

October 15, 2025

DESIGN-BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost	EE Estimate Range
UPC 118662 (PE, RW, CN)	McMullin Bridge Replacement – Rte. 660 Over NSRR Smyth County, Virginia	AWARD	Orders Construction Company, Inc.	2	\$18,928,668	\$16,284,622	Bid within EE Range
0660-086-791 Contract # C00118662DB137B Design, ROW, Construction & QA/QC	The Project includes the demolition and full replacement of the existing Route 660 bridge structure (currently closed to traffic) over Norfolk Southern Railroad (NSRR). Route 660 is anticipated to be realigned to facilitate construction of the new bridge structure over NSRR. The new structure will have increased vertical and horizontal clearance to meet railroad requirements and account for future expansion of the railroad by accommodating an additional set of tracks within the clearance zones. This project will improve the quality of travel for various stakeholders.						

Recommended for Award: \$18,928,668