COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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AGENDA
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219

April 10, 2019
9:00 a.m. or upon adjournment of the April 9, 2019 Workshop Meeting.

Public Comments:

Approval of Minutes March 21, 2019

LOCATION AND DESIGN DIVISION: ***Presenting: Susan Keen, Division Administrator***

1. Action on Limited Access Control Changes (LACCs) Route 15 (Leesburg Bypass) Interchange at Edwards Ferry Road and Fort Evans Road Town of Leesburg, Located in the Northern Virginia District.

2. Action on Limited Access Control Changes (LACCs) for Route 11 (Lee Highway) and Interstate 81 Interchange (Exit 5) Southbound Off-Ramp City of Bristol Located in the Bristol District.

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

3. Action on Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2019-2024.

4. Action on FY19-24 Six-Year Improvement Program Transfers For February 20, 2019 through March 19, 2019.

VIRGINIA DEPARTMENT OF TRANSPORTATON: ***Presenting: Robert Cary, Deputy Commissioner***

5. Action on Recommendations Relating to Utility Relocations.

SCHEDULING AND CONTRACT: ***Presenting: Harold Caples, Assistant State Construction Engineer***

6. Bids.

NEW BUSINESS:

ADJOURNMENT:

# # #

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Richmond, Virginia 23219

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Agenda item # 1

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

April 10, 2019

MOTION

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

Title: Limited Access Control Changes (LACCs) Route 15 (Leesburg Bypass)
Interchange at Edwards Ferry Road and Fort Evans Road
Town of Leesburg

WHEREAS, on March 21, 1963, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the proposed Route 15 Leesburg Bypass, formerly Route 599 and its interchanges in Loudoun County, including the Route 773 (Edwards Ferry Road) intersection to be Limited Access Highways in accordance with then Article 3, Chapter 1, Title 33 of the Code of Virginia of 1950, as amended, and establishes 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 January 16, 2013 the Commonwealth Transportation Board (CTB), approved a limited access control change in the southwest quadrant of the intersection of Route 773 (Edwards Ferry Road) and Route 15 (Leesburg Bypass) to accommodate dual right turn lanes with proposed signalized intersection in the Town of Leesburg, State Highway Project 0773-253-302, P-101, P102, N501; and

WHEREAS, State Highway Project 0015-253-306, P101 (UPC 89890) provides for improvements to Route 15 (Leesburg Bypass) to address safety and congestion issues (the

"Project"). The improvements consist of a new grade-separated interchange to replace the two signalized at-grade intersections at Edwards Ferry Road and Fort Evans Road, including new crosswalks and sidewalks along the Route 15 (Leesburg Bypass) at Edwards Ferry Road and Fort Evans Road, and a new shared-use path along westbound Fort Evans, which will improve traffic flow, reduce congestion and allow pedestrians and bicyclists to safety cross Route 15 (Leesburg Bypass); and

WHEREAS, replacing the two signalized at-grade intersections at Edwards Ferry Road and Fort Evans Road with a new grade-separated interchange requires changes in the limited access lines 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 May 31, 2018 between 6:30 pm and 8:30 pm at John W. Tolbert, Jr. Elementary School, 691 Potomac Station Drive NE, Leesburg, Virginia 20176, 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 proposed project as presented, their statements being duly recorded; and

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

WHEREAS, the Northern Virginia District has reviewed and approved the Interchange Justification Report (IJR) on August 24, 2018 and found that it adequately addresses the impacts from the Project and the proposed LACCs. The Deputy Chief Engineer approved the IJR on December 6, 2018; and

WHEREAS, the proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) on June 25, 2018; and

WHEREAS, the Project is located within an 8-hour ozone non-attainment area. Based on an air quality conformity review performed by VDOT on March 30, 2018, it was determined that the project will not cause or contribute to a violation of any air quality standard, and is compliant with all NEPA and transportation conformity requirements, and will not have an adverse impact on air quality; and

WHEREAS, the proposed Project is in the Town of Leesburg and the Town Council endorsed the major design features of the project by resolution number 2018-091 dated July 10, 2018; and

WHEREAS, By email dated January 30, 2019, the Manager of Capital Projects, Department of Public Works and Capital Projects for the Town of Leesburg, has confirmed that the Town supports the LACCs as shown on the Public Hearing Plans that were presented to the public on May 31, 2018; and

WHEREAS, the Project is not on an Interstate Highway, therefore approval of the proposed (LACCs) and approval of the IJR are not required by the FHWA; and

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

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

WHEREAS, the VDOT recommends approval of the LACCs as shown on the attached exhibits.

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code,* that the CTB hereby finds and concurs in the determinations and recommendations of VDOT made herein, and directs that the Route 15 (Leesburg Bypass) Interchange at Edwards Ferry Road and Fort Evans Road continue to be designated as a limited access control area, with

the boundaries being modified from the current locations as shown on the attached exhibits.

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

####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Route 15 (Leesburg Bypass) Interchange at Edwards Ferry Road and Fort Evans Road
Project 0015-253-306, P101
UPC 89890
Town of Leesburg

Issues: The area designated as limited access previously approved for the Route 15 (Leesburg Bypass) from Route 7 through Edwards Ferry Road intersection needs to be modified to accommodate the proposed improvements of Route 15 (Leesburg Bypass) by developing a new grade-separated interchange to replace two signalized at-grade intersections at Edwards Ferry Road and Fort Evans Road. These changes require the approval of the Commonwealth Transportation Board ("CTB") pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Facts:

- Limited Access Control for Route 15 (Leesburg Bypass), formerly 599 and its intersections, including Route 773 (Edwards Ferry Road) intersection was previously established on March 21, 1963 by the State Highway Commission, predecessor of the CTB.

- Limited Access Control changes for Route 773 (Edwards Ferry Road) and Route 15 (Leesburg Bypass) intersection were approved by the CTB on January 16, 2013. These changes were needed for a project being constructed by the Town of Leesburg, consisting a dual right turn lane from Route 773 (Edwards Ferry Road) to Route 15 (Leesburg Bypass) as a congestion mitigation improvement.

- State Highway Project 0015-253-306, P101 (the "Project") provides improvements to address safety and congestion issues. The improvements consist of a new grade-separated interchange to replace the two signalized at-grade intersections at Edwards Ferry Road and Fort Evans Road, including new crosswalks and sidewalks along the Route 15 (Leesburg Bypass) at Edwards Ferry Road and Fort Evans Road, and a new shared-use path along westbound Fort Evans Road, which will improve traffic flow, reduce congestion and allow pedestrians and bicyclists to safety cross Route 15 (Leesburg Bypass). These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Station and Offset Table (attached).

- A Design Public Hearing ("Hearing") was held for the Project, including the current and proposed locations of the limited access lines, on May 31, 2018, between 6:30 pm and 8:30 pm at John W. Tolbert, Jr. Elementary School, 691 Potomac Station Drive NE, Leesburg, Virginia, 20176, 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 proposed Project as presented, their statements being duly recorded in emails and comment sheets.

- 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 relevant evidence has been carefully reviewed.

- The NOVA District has reviewed and recommended approval of the Interchange Justification Report (IJR) on August 24, 2018 and found that it adequately addresses the impacts from the Project and the proposed changes to the limited access controls. The Deputy Chief Engineer approved the IJR on December 6, 2018.

- The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion (CE) was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) on June 25, 2018.

- This project is located within an 8-hour ozone non-attainment area. Based on an air quality conformity review performed by VDOT on March 30, 2018, it was determined that the project will not cause or contribute to a violation of any air quality standard, and is compliant with all NEPA and transportation conformity requirements.

- The proposed Project is in the Town of Leesburg and the Town Council endorsed the major design features of the project by resolution number 2018-091 dated July 10, 2018. By email dated January 30, 2019, the Manager of Capital Projects, Department of Public Works and Capital Projects for the Town of Leesburg, has confirmed that the Town Council supports the changes to the Limited Access Lines as shown on the Public Hearing Plans that were presented to the public on May 31, 2018.

- The Project is not on an Interstate Highway, therefore approval of the proposed Limited Access Control Changes ("LACCs") and approval of the Interchange Justification Report (IJR) are not required by FHWA.

- The Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways.

- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the polices and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code.*

Recommendations: It is recommended that, pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*, that the Route 15 (Leesburg Bypass) corridor in the Town of Leesburg continue to be designated as a Limited Access Highway with the LACCs being modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by

the CTB's predecessor, the State Highway Commission, on March 21, 1963, and as modified by the CTB on January 16, 2013.

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

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Route 15 (Leesburg Bypass) Interchange Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were thirty-two (32) citizens that attended the meeting per the sign in sheets. There were eight (8) written comments received during the public comment period and one (1) oral comment recorded by the court reporter at the meeting.

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Sean Connaughton
Chairman

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

(804) 786-1830
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Agenda item # 6

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

January 16, 2013

MOTION

Made By:Mr. Garczynski Seconded By: Mr. Martin
Action: Motion Carried, Unanimously

Title: Limited Access Control Changes
Route 773 (Edwards Ferry Road) and Route 15 (Leesburg By-Pass) Interchange
Town of Leesburg, Loudoun County

WHEREAS, Route 15, formerly Route 599, and its interchanges, including the Route 773 (Edwards Ferry Road) Interchange, was designated as a Limited Access Highway by the State Highway Commission of Virginia, predecessor to the Commonwealth Transportation Board (CTB), on March 21, 1963, and subsequently amended by the Virginia Department of Transportation (VDOT) on April 10, 1992; and,

WHEREAS, the Town of Leesburg is constructing the proposed congestion mitigation project with improvements consisting of providing a dual right-turn lane from Route 773 (Edwards Ferry Road) to Route 15 (Leesburg By-Pass) located in the southwest quadrant of the intersection of Route 773 (Edwards Ferry Road) and Route 15 (Leesburg By-Pass) in the Town of Leesburg, State Highway Project 0773-253-302, P-101, P-102, N-501; and,

WHEREAS, the Town of Leesburg, by letter from the Project Manager dated November 1, 2012, has requested a limited access control change in the southwest quadrant of the intersection of Route 773 (Edwards Ferry Road) and Route 15 (Leesburg By-Pass) to accommodate the said dual-right turn lanes with proposed signalized intersection, no median break, no acceleration or deceleration lanes; and,

WHEREAS, The Council of the Town of Leesburg, by resolution adopted May 10, 2011, supports the request for the limited access control change at the Route 773 (Edwards Ferry Road) and Route 15 (Leesburg By-Pass); and,

WHEREAS, VDOT has determined that the said Limited Access Control Change (LACC) is appropriate from a safety and traffic control standpoint. This determination is based upon the Global Traffic Analysis prepared by Rinker Design Associates, P. C., dated March 2012 and revised May 1, 2012; and,

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

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

WHEREAS, a public notice was posted in the *Loudoun Times-Mirror* newspaper, on August 3, 2011 and August 17, 2011, and closed on September 2, 2011, with no comment received; and,

WHEREAS, VDOT has determined no compensation shall be due to the Department in consideration of the proposed limited access control changes, due to the transportation benefit of the proposed improvements.

WHEREAS, the proposed LACC is in compliance with Title 24, Section 30, Chapter 401 of the Virginia Administrative Code; and,

NOW, THEREFORE, BE IT RESOLVED, in accordance with the provisions of §33.1-58 of the *Code of Virginia* (1950), as amended, the CTB hereby approves the said limited access control change for public street purposes as set forth below, and subject to the conditions referred to above, as shown on Sheet 3 of the plans for Route 773 (Edwards Ferry Road), State Highway Project 0773-253-302, P-101, P-102, N-501, being an expansion of 102.13 feet in the break of the existing limited access line paralleling Route 15 (Leesburg By-Pass) with the revised termini of the limited access control in the southwest interchange quadrant for existing Route 773 and Route 15 from a point left of Station 202+87.49 (Route 15 construction baseline), to a point left of Station 201+90.57 (Route 15 construction baseline). The Commissioner of Highways is hereby authorized to execute any and all documents needed to comply with this resolution; and,

BE IT FURTHER RESOLVED, in accordance with the provisions of §33.1-58 of the *Code of Virginia* (1950), as amended, the CTB hereby confirms and approves the following limited access control changes dated April 10, 1992 for public street purposes as set forth below as shown on Sheet 6 of the plans for Route 15, formerly Route 599 (Leesburg By-Pass), State Highway Project 0599-053-101, RW-201;

An expansion of the break in the existing limited access line paralleling Route 15 (Leesburg By-Pass) with the revised termini of the limited access control in the southwest interchange quadrant for existing Route 773 and Route 15 from a point left of Station 458+30 (Route 15 survey and proposed Northbound lane centerline) to a point left of Station 458+10.94 (Route 15 survey and proposed Northbound lane centerline); and,

An expansion of the break in the existing limited access line paralleling Route 15 (Leesburg By-Pass) with the revised beginning of the limited access control in the northwest interchange quadrant for existing Route 773 and Route 15 from a point left of Station 458+88 (Route 15 survey and proposed Northbound lane centerline) to a point left of Station 459+12.44 (Route 15 survey and proposed Northbound lane centerline); and,

An expansion of the break in the existing limited access line paralleling Route 15 (Leesburg By-Pass) with the revised beginning of the limited access control in the northeast interchange quadrant for existing Route 773 and Route 15 from a point left of Station 458+68 (Route 15 survey and proposed Northbound lane centerline) to a point left of Station 459+10.87 (Route 15 survey and proposed Northbound lane centerline); and,

An expansion of the break in the existing limited access line paralleling Route 15 (Leesburg By-Pass) with the revised termini of the limited access control in the southwest interchange quadrant for existing Route 773 and Route 15 from a point left of Station 458+23 (Route 15 survey and proposed Northbound lane centerline) to a point left of Station 457+78.81 (Route 15 survey and proposed Northbound lane centerline).

####

COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

April 1, 2019

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

Subject: Approval of Limited Access Control Changes (LACCs) for Route 15 (Leesburg Bypass) at Edwards Ferry Road and Fort Evans Road in the Town of Leesburg.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0015-253-306, P101 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,

Garrett W. Moore

Garrett W. Moore, P.E.
Chief Engineer

The Town of
Leesburg,
Virginia

PRESENTED: July 10, 2018

RESOLUTION NO. 2018-091 ADOPTED: July 10, 2018

A RESOLUTION: ENDORSEMENT OF MAJOR DESIGN ELEMENTS FOR THE ROUTE 15 BYPASS INTERCHANGE AT EDWARDS FERRY ROAD AND FORT EVANS ROAD

WHEREAS, the Route 15 Bypass Interchange project at Edwards Ferry Road and Fort Evans Road is an identified capital project in the Town's Fiscal Year 2018-2023 Capital Improvement Program; and

WHEREAS, the Town has received funding from the Northern Virginia Transportation Authority for the initial required studies including preparation of an Interchange Justification Report, environmental studies in accordance with the National Environmental Protection Act, and design; and

WHEREAS, future project funding has been designated to the project from the federal Regional Surface Transportation Program; and

WHEREAS, the Town will apply for additional project funding from the Virginia Department of Transportation under their SMART Scale program; and

WHEREAS, the Virginia Department of Transportation is administering the studies and design for the project under an agreement with the Town; and

WHEREAS, the Town of Leesburg endorsed a preferred alternative interchange configuration on May 9, 2017 by Resolution No. 2017-R076; and

WHEREAS, the Virginia Department of Transportation conducted a Design Public Hearing held on May 31, 2018 at Tolbert Elementary School after due and proper notice for the purpose of considering the proposed design of the Route 15 Bypass Interchange project at Edwards Ferry Road and Fort Evans Road at which drawings and other pertinent information were made available for public inspection in accordance with state and federal requirements; and

A RESOLUTION: ENDORSEMENT OF MAJOR DESIGN ELEMENTS FOR THE ROUTE 15 BYPASS / EDWARDS FERRY ROAD / FORT EVANS ROAD INTERCHANGE PROJECT

WHEREAS, all persons and parties in attendance were afforded full opportunity to participate in said public hearing; and

WHEREAS, the majority of comments received from the public hearing supported the project; and

WHEREAS, the Virginia Department of Transportation and the Town will continue to coordinate with adjacent property owners to address concerns about impacts to businesses; and

WHEREAS, the Virginia Department of Transportation and the Town will continue to coordinate with Loudoun County to ensure that there is no loss of parking at the Shenandoah Building due to the interchange construction; and

WHEREAS, Virginia Department of Transportation requires endorsement of major design elements by the Town prior to proceeding with final design of the project.

THEREFORE, RESOLVED, by the Council of the Town of Leesburg in Virginia as follows:

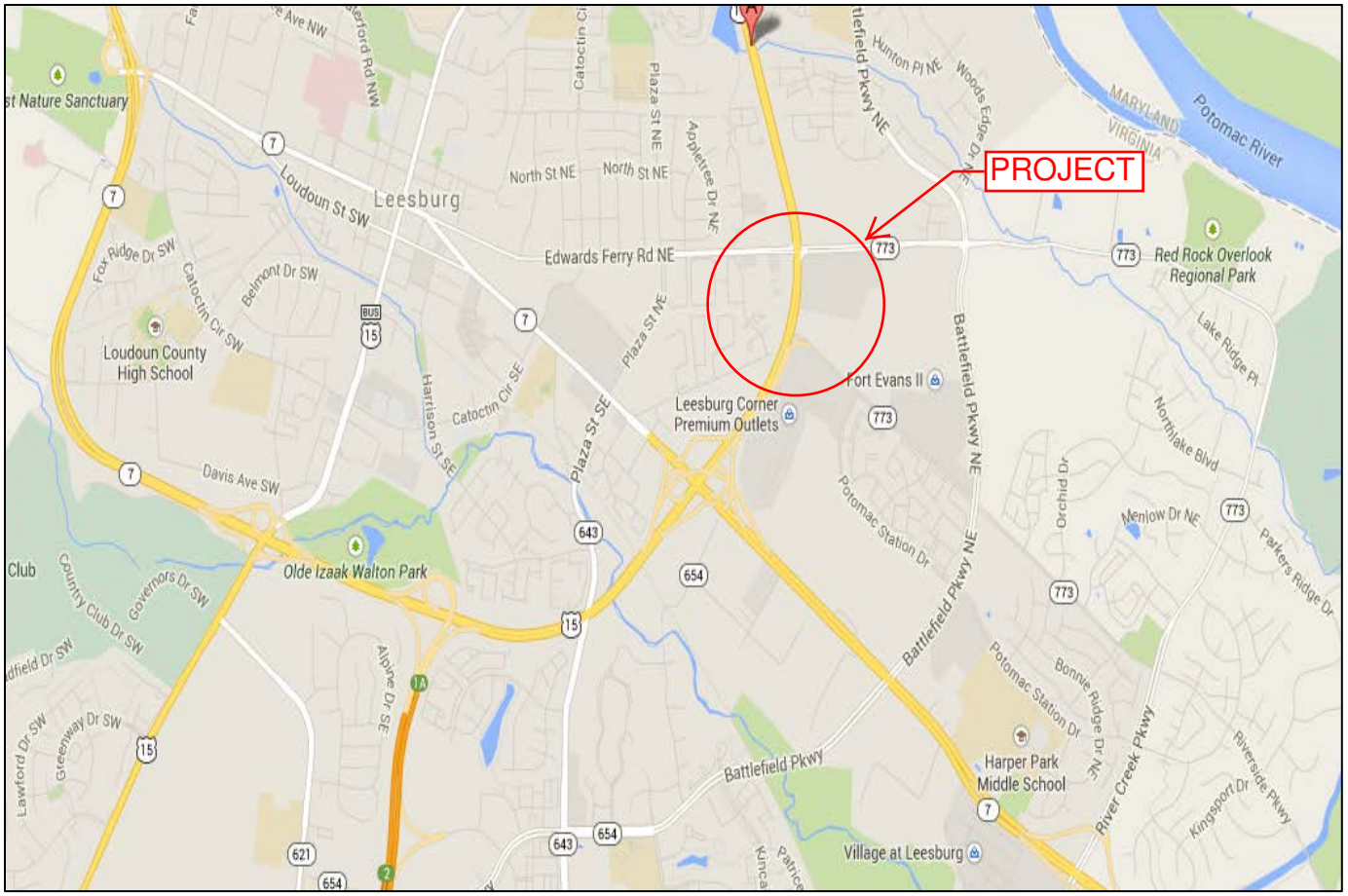
Town Council endorses the major design elements of the Route 15 Bypass Interchange project at Edwards Ferry Road and Fort Evans Road as presented at the public hearing held on May 31, 2018.

PASSED this 10th day of July, 2018.

Kelly Burk, Mayor
Town of Leesburg

ATTEST:

Clerk of Council



LOCATION MAP **Scale: NTS**

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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Agenda item # 2

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

April 10, 2019

MOTION

Made By: Seconded By: Action:

Title: Limited Access Control Changes (LACCs) for Route 11 (Lee Highway) and Interstate 81 Interchange (Exit 5) Southbound Off-Ramp
City of Bristol

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

WHEREAS, State Highway Project 0011-102-728, P101, R201, C501 (UPC 105309) provides for improvements to the Route 11 (Lee Highway) and I-81 Interchange (Exit 5) to address safety and congestion issues (the "Project"). The improvements consist of widening Route 11 from four lanes to six lanes from Island Road to the I-81 Interchange (Exit 5) southbound off-ramp, widening the I-81 Interchange (Exit 5) southbound off-ramp from two lanes to three lanes, widening the I-81 Interchange (Exit 5) northbound off-ramp from two lanes to three lanes, adding turn lanes at the Route 11 (Lee Highway) and Island Road intersection, and upgrading traffic signals at the I-81 Interchange (Exit 5) southbound off-ramp intersection with Route 11 (Lee Highway), the Route 11 (Lee Highway) and Island Road intersection, and the I-81 Interchange (Exit 5) northbound off-ramp intersection with Route 11 (Lee Highway); and

WHEREAS, widening the I-81 Interchange (Exit 5) southbound off-ramp from two lanes to three lanes requires changes in the limited access lines as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, a Location and Design Public Hearing ("Hearing") was held for the Project, including the current and proposed locations of the limited access lines, on January 31, 2019 between 5:00 pm and 7:00 pm at City Hall, 300 Lee Street, Bristol, Virginia 24201, 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 proposed project as presented, their statements being duly recorded; and

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

WHEREAS, the Salem District Office has reviewed and approved the traffic analysis report completed January 7, 2015 and found that it adequately addresses the impacts from the Project and the proposed LACCs; and

WHEREAS, the proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Programmatic Categorical Exclusion (PCE) was prepared under agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) on October 16, 2017; and

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

WHEREAS, the proposed Project is in the City of Bristol and is supported by a letter from the City Manager dated January 22, 2019; and

WHEREAS, the FHWA has provided approval for State Highway Project 0011-102-728, P101, R201, C501 (UPC 105309) and the proposed LACCs in a letter dated March 15, 2019; and

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

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

WHEREAS, the VDOT recommends approval of the LACCs as shown on the attached exhibits.

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code,* that the CTB hereby finds and concurs with the determinations and recommendations of VDOT made herein, and directs that the Route 11 (Lee Highway) and I-81 Interchange (Exit 5) continue to be designated as a limited access control area, with the boundaries being modified from the current locations as shown on the attached exhibits.

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

####

CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Route 11 (Lee Highway) and Interstate 81 Interchange (Exit 5) Southbound Off-Ramp
Project 0011-102-728, P101, R201, C501
UPC 105309
City of Bristol

Issues: The area designated as limited access previously approved for I-81 and Route 11 (Lee Highway) Interchange (Exit 5) needs to be modified to accommodate the widening of the Route 11 (Lee Highway) and I-81 Interchange (Exit 5) Southbound Off-Ramp. These changes require the approval of the Commonwealth Transportation Board ("CTB") pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code*.

Facts:

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

- State Highway Project 0011-102-728, P101, R201, C501 (the "Project") provides for improvements to the Route 11 and I-81 Interchange (Exit 5) to address safety and congestion issues. The improvements consist of widening of Route 11 (Lee Highway) from four lanes to six lanes from Island Road to the I-81 Interchange (Exit 5) southbound off-ramp, widening of the I-81 Interchange (Exit 5) southbound off-ramp from two lanes to three lanes, widening of the I-81 Interchange (Exit 5) northbound off-ramp from two lanes to three lanes, adding turn lanes at the Route 11 (Lee Highway) and Island Road intersection, and upgrading traffic signals at the I-81 Interchange (Exit 5) southbound off-ramp intersection with Route 11(Lee Highway), the Route 11 (Lee Highway) and Island Road intersection, and the I-81 Interchange (Exit 5) northbound off-ramp intersection with Route 11(Lee Highway). These improvements will impact the existing limited access control lines, as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

- A Location and Design Public Hearing ("Hearing") was held for the Project, including the current and proposed locations of the limited access lines, on January 31, 2019, between 5:00 pm and 7:00 pm at City Hall, 300 Lee Street, Bristol, Virginia 24201, 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 proposed Project as presented, their statements being duly recorded in emails and comment sheets.

- 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 relevant evidence has been carefully reviewed.

- The Salem District Office has reviewed and approved the traffic analysis report on January 7, 2015 and found that it adequately addresses the impacts from the Project and the proposed LACCs.

- The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements, and a Programmatic Categorical Exclusion (PCE) was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) on October 16, 2017.

- The proposed Project is located within an attainment area and therefore the regional conformity requirements do not apply.

- The proposed Project is in the City of Bristol and is supported by a letter from the City Manager dated January 22, 2019.

- The FHWA has provided the approval for State Highway Project 0011-102-728, P101, R201, C501 (UPC 105309) and the proposed LACCs on March 15, 2019.

- The Chief Engineer has determined that the proposed changes will not adversely affect the safety or operation of the highways.

- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the polices and requirements of the CTB contained in Title 24, Agency 30, Chapter 401 of the *Virginia Administrative Code.*

Recommendations: It is recommended, pursuant to §33.2-401 of the *Code of Virginia*, and Title 24, Agency 30, Chapter 401 of the Virginia Administrative Code, that the I-81 corridor in Bristol continue to be designated as a Limited Access Highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission, on October 4, 1956.

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

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Route 11 (Lee Highway) and I-81 Interchange (Exit 5) Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were thirteen (13) citizens that attended the meeting per the sign in sheets. No written comments were received at the hearing. There were no oral comments recorded at the meeting. One (1) emailed comment and zero (0) mailed-in comments were received by VDOT.

COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

March 7, 2019

Ms. Jessie Yung, P.E.
Division Administrator
Federal Highway Administration
400 N. 8th Street Room 750
Richmond, Virginia 23240-0249

Attention: Ms. Janice L. Williams

Interstate I-81
Exit 5 Lee Highway Phase 1B
Project #: 0011-102-728
Federal Project #: STP-5102(161)
UPC #: 105309

Request for Modified Limited Access

Dear Ms. Yung,

The Virginia Department of Transportation (VDOT) is modifying the I-81 northbound and southbound off ramps at Exit 5 to provide additional turn lanes from the ramp to the connecting roadway, Route 11. The purpose of this locally administered project is to improve traffic operations and safety through the Exit 5 interchange.

VDOT has reviewed the proposed changes with the FHWA Area Engineer and now asks for the approval for the changes in Limited Access as shown on the attached Exhibit.

Should you have any questions, please contact Mr. Theron Knouse, P.E. (Assistant State Location and Design Engineer) at (804) 371–2792.

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

Approved: Janice Williams Date 3-15-19

Attachments

COMMONWEALTH of VIRGINIA

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

Stephen Brich
Commissioner

April 1, 2019

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

Subject: Approval of Limited Access Control Changes (LACCs) for Route 11 and Interstate 81 Interchange (Exit 5) Southbound Off-Ramp in the City of Bristol.

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0011-102-728, P101, R201, C501 have been determined as a necessary design feature and recommended for approval by the Department's staff.

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

Sincerely,

Garrett W. Moore, P.E.
Chief Engineer

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

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

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

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

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

City of Bristol, Virginia

300 Lee Street, Bristol, Virginia 24201 (276) 645-7333
FAX: (276) 821-6278
Website: www.bristolva.org

Office of the
City Manager

Tri-Cities TN/VA
All-America City
1999

January 22, 2019

Robert Leonard, L.S., P.E.
Virginia Department of Transportation
870 Bonham Road
Bristol, VA 24201

RE: Lee Highway Phase 1B (UPC 105309) Right of Way and Limited Access Revision

Dear Mr. Leonard:

Please accept this letter as confirmation that the City Council of Bristol, Virginia has reviewed and supports the limited access revisions along the I-81, Exit 5 southbound off-ramp, as required for the Lee Highway Phase 1B project.

Pleases contact Joseph Daft at (276) 645-7247, if you have any questions or need additional information. Thank you for your assistance.

Sincerely,

Randall Eads
City Manager

Cc: Members, City Council
Wallace McCulloch, PE, Public Works Director
Joseph Daft, PE, City Engineer

LIMITED ACCESS CONTROL POINTS

Proposed Limited Access Relocation on Interstate 81 at Exit 5

Original State Project 0081-095-014
Current State Project 0011-102-728 UPC 105309

"Lee Highway Phase-1B and Interstate 81 Exit 5 Ramps"
Bristol, Virginia

	Project 0081-095-014 Baseline	Station	Offset (ft)	Left/Right
From:	Route 11 Const. C/L	560+25.00	40.00	Left
To:	Route 11 Const. C/L	560+22.78	92.56	Left
From:	I-81 Southbound Lane Const. C/L	220+62.78	122.67	Left
To:	I-81 Southbound Lane Const. C/L	221+30.48	104.65	Left

LIMITED ACCESS HIGHWAY

BY RESOLUTION OF HIGHWAY COMMISSION
DATED Oct. 4, 1956

PROPOSED R/W AND LIMITED ACCESS LINE TERMINUS RELOCATION

FROM: STA. 560+25.00 40.00 LT

EXISTING R/W AND LIMITED ACCESS LINE

TO: STA. 560+22.78 92.56 LT

END LIMITED ACCESS LINE

PROPOSED R/W AND LIMITED ACCESS LINE RELOCATION

FROM: STA. 220+62.78 122.67 LT

TO: STA. 221+30.48 104.65 LT

EXISTING R/W AND LIMITED ACCESS LINE

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

RAISE GRATE OF EXISTING DROP INLET 2.0'

END LIMITED ACCESS LINE AND TERMINATE EXISTING FENCE

REMOVE FENCE TO HERE AND CLEAR BRUSH

EXISTING R/W AND LIMITED ACCESS LINE

TIE EXISTING FENCE INTO FE-W2

RELOCATE ALL ELECTRICAL CIRCUITS ALONG RAMP AS REQUIRED

PROPOSED R/W AND LIMITED ACCESS LINE

PROPOSED TCE

EXISTING R/W

VDOT LAND USE PERMIT

INSTALL FE-W2

INSTALL 6" PVC PIPE

REMOVE FENCE

REMOVE EW-12 AND CONNECT WITH 6" PVC TO A-1.25

EXISTING FENCE

PAVEMENT SAWCUT LINE

EXISTING CRASH BARRIER

TRAFFIC DETECTOR CIRCUIT

LEE HIGHWAY

SOUTHBOUND EXIT RAMP

INTERSTATE 81

Note: Stations and offsets correspond to the original State Project 0081-095-014 plan baselines.

PVI STA. = 31+89.95
PVI ELEV. = 1802.78
160.00' VC K = 32.75
LOW POINT STA. = 31+09.95
LOW POINT ELEV. = 1802.46

SSD = 155 AASHTO TABLE EXHIBIT 3-75

PVI STA. = 34+68.42
PVI ELEV. = 1817.51
140.00' VC K = 35.17
HIGH POINT STA. = 35+38.42
HIGH POINT ELEV. = 1818.43

SSD = 350 VDOT SD-4 FORMULA

PROPOSED NORTHERN EDGE OF RAMP LANES
PROPOSED BASELINE (EXISTING PAVEMENT)
EXISTING SOUTHERN EDGE OF RAMP LANES

A-1.1 EW-1 STA. 30+55.2 69.1 RT

A-1.2 DI-3B CENTER OF BASE STA. 30+64.6 4.5 RT

A-1.3 DI-3C CENTER OF BASE STA. 31+34.7 20.4 LT

A-1.4 DI-3B CENTER OF BASE STA. 32+17.8 19.7 LT

A-1.5 DI-3B CENTER OF BASE STA. 33+04.9 23.7 LT

A-1.6 DI-3B CENTER OF BASE STA. 33+90.9 24.7 LT

A-1.7 DI-7 CENTER OF BASE STA. 33+90.9 36.4 LT

STA = 30+91.47
ELEV = 1802.39

STA = 37+
ELEV = 1

0.40%

5.29%

1.31%

6" PVC

6" PVC

6" PVC

15" RCP

18" RCP

18" RCP

18" RCP

24" RCP

24" RCP

6" PVC UNDERDRAIN

18" RCP

1825
1820
1815
1810
1805
1800
1795
1790

30+00 30+50 31+00 31+50 32+00 32+50 33+00 33+50 34+00 34+50 35+00 35+50 36+00 36+50 37+00

SOUTHBOUND EXIT RAMP

EXHIBIT 4

CITY OF BRISTOL, VIRGINIA
300 LEE STREET
BRISTOL, VA 24201
(276) 645-7360

REVISIONS

DATE

G. WALLACE McCULLOCH
Lic. No. 015028
PROFESSIONAL ENGINEER
COMMONWEALTH OF VIRGINIA

PRELIMINARY

CHARLES C. BREWSTER
Lic. No. 002407
LAND SURVEYOR
COMMONWEALTH OF VIRGINIA

WIDENING OF
LEE HIGHWAY PHASE - 1B
AND
I-81 EXIT 5 RAMPS
PROJECT 0011-102-728 UPC 105309

I-81 EXIT 5
SOUTHBOUND EXIT RAMP
Sta. 30+00 to Sta. 37+00

DATE:
JULY 2018

DRAWING NO.
T30-229

FILE NAME: LEE HIGHWAY EXIT 5 PHASE 1B RAMPS

SHEET NUMBER
5.5 OF 11

11
81
645
Knoll Dr
Island Rd
Arlington Dr
I-81 SB
I-81 NB

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # 3

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

April 10, 2019

MOTION

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

Action: _____

Title: Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2019-2024

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

WHEREAS, after due consideration the Board adopted a Final Fiscal Years 2019-2024 Program on June 20, 2018; 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 Transportation Trust Fund; 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 58.1-638 of the *Code of Virginia*, by adopting a Program; and

WHEREAS, § 58.1-638 authorizes allocations to local governing bodies, transportation district commissions, or public service corporations for, among other things, capital project costs for public transportation and ridesharing equipment, facilities, and associated costs; and

WHEREAS, the projects shown in Appendix A were not included in the FY 2019-2024 Program adopted by the Board on June 20, 2018; and

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

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the projects shown in Appendix A are added to the Six-Year Improvement Program of projects and programs for Fiscal Years 2019 through 2024 and are approved.

####

CTB Decision Brief

Addition of Projects to the Six-Year Improvement Program for Fiscal Years 2019 - 2024

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 20, 2018, after due consideration, the CTB adopted a Final FY 2019-2024 Program. The projects shown in Appendix A were not in the Final FY 2019-2024 Program adopted by the CTB.

Recommendations: The Virginia Department of Transportation (VDOT) recommends the addition of the projects in Appendix A to the Program for FY 2019–2024.

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 2019–2024 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 2019-2024.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Appendix A
Amendments to the FY2019-2024 SYIP

Row	UPC	District	Jurisdiction	Route	Project Description	Total Cost	Total Allocation	Balance	Major Fund Source	Fully Funded
NA	114207	Richmond	Prince George County	636	RTE 636 Outfall Ditch Repair	$5,000	$5,000	$0	Accounts Receivable	Yes
NA	114255	Richmond	Prince George County	156	Outfall Ditch Repair Prince George County	$5,000	$5,000	$0	Accounts Receivable	Yes
1	T-22469	Richmond	Colonial Heights	-	Appomattox River Trail, Phase IV	$627,000	$627,000	$0	CMAQ	Yes
2	T-22470	Richmond	Chesterfield	144	Harrowgate Road Sidewalk, Dogwood Ave to South St	$1,450,000	$1,450,000	$0	CMAQ	Yes
3	T-22773	Richmond	Chesterfield	60	Route 60 (Boulders Parkway - Ruthers Road) Shared-Use Path	$4,254,000	$4,254,000	$0	CMAQ	Yes
4	T-22775	Richmond	City of Richmond	9999	Arthur Ashe Park-N-Ride Bus Purchase	$59,320	$59,320	$0	CMAQ	Yes
5	T-22779	Richmond	City of Richmond	95	I-95 at Commerce Road Access Study	$550,000	$550,000	$0	RSTP	Yes
6	T-22783	Richmond	Henrico	9999	Parham Road/Hungary Road Bicycle and Pedestrian Study	$250,000	$250,000	$0	RSTP	Yes
						$7,200,320	**$7,200,320**	**$0**		

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

Agenda item # ***4***

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

April 10, 2019

MOTION

Made By: Seconded By:

Action:

Title: FY19-24 Six-Year Improvement Program Transfers for February 20, 2019 through March 19, 2019

WHEREAS, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1st of each year a Six-Year Improvement Program (Program) of anticipated projects and programs. On June 20, 2018, a resolution was approved to allocate funds for the Fiscal Years 2019 through 2024 Program; and

WHEREAS, the Board authorized the Commissioner, or his designee, to make transfers of allocations programmed to projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2019 through 2024 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2019 through 2024 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project; and

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

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

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

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

####

CTB Decision Brief

FY2019-2024 Six-Year Improvement Program Transfers
for February 20, 2019 through March 19, 2019

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 20, 2018, 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 2019 through 2024 to release funds no longer needed for the delivery of the projects and to provide additional allocations to support the delivery of eligible projects in the approved Six-Year Improvement Program of projects and programs for Fiscal Years 2019 through 2024 consistent with Commonwealth Transportation Board priorities for programming funds, federal/state eligibility requirements, and according to the following thresholds based on the recipient project:

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

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

The CTB will be presented with a resolution for formal vote to approve the transfer of funds exceeding the established thresholds. The list of transfers from February 20, 2019 through March 19, 2019 is attached.

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

Action Required by CTB: The CTB will be presented with a resolution for a formal vote to adopt changes to the Program for Fiscal Years 2019 – 2024 that include transfers of allocated funds exceeding the established thresholds from donor projects to projects that meet the CTB's statutory requirements and policy goals.

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

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

Six-Year Improvement Program Allocation Transfer Threshold Report

NEW	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	Richmond	RICHMOND TRI-CITIES CMAQ BALANCE ENTRY, SOUTH CRATER ROAD AREA - SIGNAL COORDINATION	70722, 101039	Richmond	Appomattox River Trail, Phase IV	T22469	CMAQ : Tri-Cities (CF5MB0), CMAQ Federal - Urban : Tri-Cities MPO (CNF214), CMAQ Match - Urban : Tri-Cities MPO (CNS214), CMAQ Match : Tri-Cities (CS5MB1)	627,000	627,000	627,000	100.0%	Transfer of surplus funds recommended by District and MPO from a scheduled project and the CMAQ Balance Entry line item and a scheduled project to fund a scheduled project.
	2	Richmond	RETIMING SIGNALS - VARIOUS LOCATIONS	104877	Richmond	Harrowgate Road Sidewalk, Dogwood Ave to South St	T22470	CMAQ : Tri-Cities (CF5MB0), CMAQ Match : Tri-Cities (CS5MB1)	1,450,000	1,450,000	1,450,000	100.0%	Transfer of surplus funds recommended by District and MPO from a cancelled project to fund a scheduled project.
	3	Richmond	JOHN ROLFE PKWY - ADD SIDEWALK; Richmond Region-wide Traffic/Operations Improvements	104881; 101492	Richmond	Route 60 (Boulders Parkway - Ruthers Road) Shared-Use Path	T-22773	CMAQ Match : Richmond (CS5M21); CMAQ : Richmond (CF5M20); CMAQ Federal - Interstate : Richmond MPO (CNF214); CMAQ Match - Interstate : Richmond MPO (CNS214)	4,254,000	4,254,000	4,254,000	100.0%	Transfer of surplus funds recommended by District and MPO from a completed and a scheduled project to fund a scheduled project.
	4	Richmond	Richmond Region-wide Traffic/Operations Improvements	101492	Richmond	Arthur Ashe Park-N-Ride Bus Purchase	T-22775	CMAQ Federal - Interstate : Richmond MPO (CNF214); CMAQ Match - Interstate : Richmond MPO (CNS214)	59,320	59,320	59,320	100.0%	Transfer of surplus funds recommended by District and MPO a scheduled project to fund a scheduled project.
	5	Richmond	Richmond Marine Terminal (RMT) Gate Impr. & New Drop-off Lot	113832	Richmond	I-95 at Commerce Road Access Study	T-22779	RSTP Match : Richmond (CS2M21); RSTP : Richmond (CF2M20)	550,000	550,000	550,000	100.0%	Transfer of surplus funds recommended by District and MPO a scheduled project to fund a scheduled project.
	6	Richmond	Richmond Marine Terminal (RMT) Gate Impr. & New Drop-off Lot	113832	Richmond	Parham Road/Hungary Road Bicycle and Pedestrian Study	T-22783	RSTP Match : Richmond (CS2M21); RSTP : Richmond (CF2M20)	250,000	250,000	250,000	100.0%	Transfer of surplus funds recommended by District and MPO a scheduled project to fund a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

NEW	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	Bridge Repl-Gen Spr Rd over Wolf Creek (Fed ID 19089), Bridge Replacement Rte 717, Fed ID 18657 (VA Str 6113)	101374, 105145	Bristol	Route 72 Structure 1017 over Laurel Branch Fed ID 5798	109672	CTB Formula - Bridge State (CS0110), STP Bridge (CF2200), STP Bridge Soft Match (CF2201)	134,726	757,726	621,000	17.8%	Transfer of surplus funds recommended by District and Structure & Bridge Division from a scheduled and underway project to fund an underway project.
	B	Culpeper	Bridge Replacement Rte 250 (IVY Road) over Little Ivy Ck	98804	Culpeper	Bridge Rehabilitation Rt. 17 over S Railway and Rt. 805	96739	STP Bridge (CF2200), STP Bridge Soft Match (CF2201)	103,416	3,951,802	6,931,862	2.6%	Transfer of surplus funds recommended by District and Structure & Bridge Division from a scheduled project to fund a scheduled project.
	C	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Culpeper	Rt.628-Upgrade Flashing Lights and Gates w CWT Predictors	110976	Rail Crossing - Federal (CNF250), Rail Crossing - State Match (CNS251)	4,935	205,446	205,446	2.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to fund a scheduled project.
	D	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Culpeper	Rt.860-Upgrade Flashing Lights and Gates w CWT Predictors	110980	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	4,935	202,004	202,004	2.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to fund a scheduled project.
	E	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Culpeper	Rt. 623-Upgrade Flashing Lights and Gates w CWT Predictors	110981	Rail Crossing - Federal (CNF250), Rail Crossing - State Match (CNS251)	4,935	214,070	214,070	2.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to fund a scheduled project.
	F	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Culpeper	Rt.625-Upgrade Flashing Lights and Gates w CWT Predictors	110982	Rail Crossing - Federal (CNF250), Rail Crossing - State Match (CNS251)	4,935	211,109	211,109	2.3%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to fund a scheduled project.
	G	Statewide	STATEWIDE TAP - ENHANCEMENT BALANCE ENTRY	70466	Hampton	Suffolk Seaboard Coastline Trail Phase II	113472	TAP >200K : Northern Virginia (CF6M10)	176	1,000,220	1,000,000	0.1%	Transfer of surplus funds recommended by Districts and Local Assistance Division from the Statewide Enhancement Balance Entry line item to fund a scheduled project.
	H	Lynchburg	LYNCHBURG - ENHANCEMENT - BALANCE ENTRY	-4968	Lynchburg	ALTAVISTA RTE 43/29 DOWNTOWN GATEWAY	105958	TAP <5K (CF6700)	86,661	997,436	889,110	8.7%	Transfer of surplus funds recommended by Districts and Local Assistance Division from the District Enhancement Balance Entry line item to fund an underway project.

Six-Year Improvement Program Allocation Transfer Threshold Report

NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	I	Lynchburg	RT 716 - BRIDGE & APPROACHES OVER BANISTER RIVER Fed ID#9314, RTE 20 - BRIDGE & APPR. OVER SLATE RIVER FED. NO. (04013), RTE 29 SBL - BRIDGE & APPROACHES OVER NSRR (FED ID 13423), RTE 40 - BRIDGE & APPR. OVER LOUSE CREEK FED. NO. (04836), RTE 501 - REPLACE BRIDGE & APPROACHES OVER JAMES RIVER, RTE 619 - BRIDGE & APPR OVER SAYLERS CREEK FED ID (13933), RTE.622 - BRIDGE REPL & APPR OVER NS RR FED. STR.NO. (13936)	72385, 95931, 95952, 90676, 87900, 97136, 82513	Lynchburg	RTE 29 SBL & NBL - BR & APPR OVER NSRR FED ID 20579 & 20580	104599	CTB Formula - Bridge State (CS0110)	635,929	15,861,218	15,825,289	4.0%	Transfer of surplus funds recommended by District and Structure & Bridge Division from completed projects and a scheduled project to fund a scheduled project.
	J	Lynchburg	RT 716 - BRIDGE & APPROACHES OVER BANISTER RIVER Fed ID#9314, RTE 20 - BRIDGE & APPR. OVER SLATE RIVER FED. NO. (04013), RTE 29 SBL - BRIDGE & APPROACHES OVER NSRR (FED ID 13423), RTE 40 - BRIDGE & APPR. OVER LOUSE CREEK FED. NO. (04836), RTE 501 - REPLACE BRIDGE & APPROACHES OVER JAMES RIVER, RTE 619 - BRIDGE & APPR OVER SAYLERS CREEK FED ID (13933), RTE.622 - BRIDGE REPL & APPR OVER NS RR FED. STR.NO. (13936)	72385, 95931, 95952, 90676, 87900, 97136, 82513	Lynchburg	RTE 29 NBL - BRIDGE & APPR. OVER NS RR FED. ID. NO. (04144)	104600	CTB Formula - Bridge State (CS0110), Residue Parcel - Lynchburg (CNS453)	1,003,126	17,164,011	17,060,885	5.8%	Transfer of surplus funds recommended by District and Structure & Bridge Division from completed projects and a scheduled project to fund a scheduled project.
	K	Lynchburg, Statewide	LYNCHBURG DISTRICT STP SAFETY/HES BALANCE ENTRY, STATEWIDE HIGHWAY SAFETY BALANCE ENTRY	T16917, 70700	Lynchburg	RTE F906 - CONSTRUCT SIDEWALK & INSTALL ROADWAY LIGHTING	108165	Bike/Pedestrian (CNF207), HSIP - State Match (CNS251)	73,190	607,096	533,906	12.1%	Transfer of funds recommended by District and traffic Engineering Division from the District and Statewide Balance Entry line items to fund a scheduled project.

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NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	L	Statewide	STATEWIDE TAP - ENHANCEMENT BALANCE ENTRY	70466	Northern Virginia	GEMINI WAY PEDESTRIAN IMPROVEMENTS	113609	TAP >200K : Northern Virginia (CF6M10)	267	1,108,429	1,108,095	0.2%	Transfer of surplus funds recommended by Districts and Local Assistance Division from the Statewide Enhancement Balance Entry line item to fund a scheduled project.
	M	Northern Virginia	MAJOR BRIDGE REHABILITATION ON WASHINGTON BLVD/RT 27 @RT 110	82131	Northern Virginia	#SGR Major Bridge Rehab at Rte 7/King St over I-395	104406	CTB Formula - Bridge State (CS0110)	766,648	12,961,448	13,395,000	5.9%	Transfer of surplus funds recommended by District and Asset Management Division from a completed project to fund an underway project.
	N	Richmond	RICHMOND TRI-CITIES CMAQ BALANCE ENTRY	70722	Richmond	RTE 144 (TEMPLE AVE) - SIGNAL COORDINATION	98883	CMAQ : Tri-Cities (CF5MB0), CMAQ Match : Tri-Cities (CS5MB1)	73,620	568,620	568,620	12.9%	Transfer of surplus funds recommended by the District and MPO from the CMAQ Balance Entry line item to fund a scheduled project.
	O	Richmond	RICHMOND TRI-CITIES REGIONAL STP (RSTP) BALANCE ENTRY	70725	Richmond	RTE 600 (Matoaca/Hickory) - ROUNDABOUT	101028	RSTP - Urban : Tri-Cities MPO (CNF273), RSTP : Tri-Cities (CF2MB0), RSTP Match - Urban : Tri-Cities MPO (CNS273), RSTP Match : Tri-Cities (CS2MB1), Tri-Cities HIP >200k Federal (CFMB90), Tri-Cities HIP 200k Soft Match (CFMB91)	677,447	3,702,447	3,003,835	18.3%	Transfer of surplus funds recommended by the District and MPO from the RSTP Balance Entry line item to fund a scheduled project.
	P	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Richmond	Rt.695-Upgrade Flashing Lights and Gates w CWT Predictors	110970	Rail Crossing - Federal (CNF250), Rail Crossing - State Match (CNS251)	4,935	198,665	198,665	2.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to fund a scheduled project.
	Q	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Richmond	Rt.688-Upgrade Flashing Lights and Gates w CWT Predictors	110994	Rail Crossing - Federal (CNF250), Rail Crossing - State Match (CNS251)	4,935	204,632	204,632	2.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to fund a scheduled project.
	R	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Richmond	Rt.601-Upgrade Flashing Lights and Gates w CWT Predictors	110995	Rail Highway Crossings (CF4100), Rail Highway Crossings Match (CS4101), Rail Highway Crossings Soft Match (CF4101)	4,935	198,665	198,665	2.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to fund a scheduled project.
	S	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Richmond	Rt.1250-Upgrade Flashing Lights and Gates w CWT Predictors	110996	Rail Highway Crossings (CF4100), Rail Highway Crossings Match (CS4101), Rail Highway Crossings Soft Match (CF4101)	4,935	203,665	203,665	2.4%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to fund a scheduled project.
	T	Statewide	STATEWIDE TAP - ENHANCEMENT BALANCE ENTRY	70466	Salem	Roanoke River Greenway, Parkway Crossing	113356	TAP >200K : Roanoke (CF6M40)	25	491,637	491,606	0.1%	Transfer of surplus funds recommended by Districts and Local Assistance Division from the Statewide Enhancement Balance Entry line item to fund a scheduled project.

Six-Year Improvement Program Allocation Transfer Threshold Report

NEW	Row	Donor District	Donor Description	Donor UPC	Recipient District	Recipient Description	Recipient UPC	Fund Source	Transfer Amount	Total Allocation	Total Estimate	Transfer Percent	Comments
	U	Salem	RTE. 220 Corridor - Replace 2 Narrow Structures	103210	Salem	#SGR RTE 666 OVER NSRR (STR. 02780) - BRIDGE REPLACEMENT	104185	Safety (statewide) (CF3100)	546,648	4,420,067	3,873,419	12.4%	Transfer of surplus funds recommended by District and Structure & Bridge Division from a completed project to fund a scheduled project.
	V	Northern Virginia	WESTBOUND ACCEL/DECEL LANE FROM GEO MASON DR TO SYCAMORE ST	78826	Statewide	I-395 NORTHERN EXTENSION EXPRESS LANES - STUDY	108313	Access PTF (CNS246)	112,447	11,982,617	11,982,617	0.9%	Transfer of surplus funds recommended by District and Financial Planning Division from a completed project to fund a completed project.
	W	Staunton	RTE 211(WBL) BRIDGE OVER SF SHEN. RIVER	105190	Staunton	Rte 623 - REPLACE BRIDGE Over Cedar Creek VA str. 6908	90173	CTB Formula - Bridge State (CS0110)	193,712	2,593,353	2,593,353	7.5%	Transfer of surplus funds recommended by District and Structure & Bridge Division from a scheduled project to fund a scheduled project.
	X	Statewide	STATEWIDE RAIL SAFETY BALANCE ENTRY	70704	Staunton	Rt.639-Upgrade Flashing Lights and gates w CWT Predictors	110984	Rail Highway Crossings (CF4100), Rail Highway Crossings Soft Match (CF4101)	4,935	193,665	193,665	2.5%	Transfer of surplus funds recommended by District and Traffic Engineering Division from the Statewide Rail Safety Balance Entry line item to fund a scheduled project.

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Agenda item # 5

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

Date: April 10, 2019

MOTION

Made By: Seconded By: Action:

Title: Recommendations Relating to Utility Relocations

WHEREAS, the Commonwealth Transportation Board (CTB) established a working group (Utility Relocation Working Group) for the purpose of reviewing processes, procedures and policies relating to utility relocations on transportation projects conducted or funded by the Virginia Department of Transportation (VDOT) and developing and providing recommendations for improvements to the CTB for its consideration; and

WHEREAS, the Utility Relocation Working Group commenced its meetings in November 2018 and met five times to discuss issues related to utility relocation; and

WHEREAS, VDOT also conducted separate meetings with the contracting industry to discuss design build projects and with localities to gather input on issues related to locally administered projects, in the context of utility relocations; and

WHEREAS, utility companies, contractors and localities have offered recommendations to improve the utility relocation process; and

WHEREAS, VDOT has implemented a number of best practices over the last few years that have improved coordination in support of more timely utility relocation; and

WHEREAS, it is the sense of the CTB that it would be beneficial for several of these VDOT best practices and other key recommendations offered by the various parties relating to utility relocation to be memorialized and incorporated into VDOT manuals, policy and best practices documentation.

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby makes the following recommendations to VDOT relating to utility relocations involving VDOT projects:

- VDOT should identify an overall champion to continue and enhance the implementation of improvements developed and recommended through the Utility Relocation Working Group.
- VDOT should develop a policy whereby early phase project drawings with basic project details would be provided to utility companies earlier in the project development process. These early drawings will provide utilities, with early notice of the project in a standard format, the opportunity to provide a standard set of responses to potential design-build contractors in advance of the project's procurement.
- VDOT should develop common templates for use by utilities, contractors, VDOT and local partners in the planning and relocation processes for utilities on VDOT funded projects. These templates will list information, documentation and protocols for each phase of the utility relocation process to be followed by all involved.
- VDOT should develop a policy requiring that trained and certified utility coordinators and trained utility inspectors be utilized on VDOT funded projects based upon project size and complexity criteria.
- VDOT should develop a policy that would provide for a stipend to utility companies under certain conditions and circumstances. This stipend could be offered to utility companies to facilitate their efforts in the early phases of project development to reduce their risks of designing utility relocations which may later change. This policy should consider project size and complexity criteria.
- VDOT should incorporate any approved policy improvements in its Utility and Locally Administered Program Manuals, and related documents, to provide clear direction to all utility companies, local partners, VDOT staff, and contractors.
- VDOT should develop a policy regarding allowances for time-only contract extensions for design-build projects based upon utility delays outside of the contractor's control, provided strict criteria are met.
- VDOT should implement additional utility relocation training for all involved parties. This training will enhance understanding of utility relocation requirements and will assist key project delivery personnel in obtaining training and/or certifications as utility relocations specialists and/or utility inspectors.
- VDOT should add language to the agency's Land Use Permit Manual to solicit reviews and comments from local jurisdictions as part of the permitting process for the placement of utilities in the rights of ways for roadways planned for widening as part of the local jurisdiction's comprehensive plan.
- VDOT should establish best practices and timelines for the relocation of private fiber companies' infrastructure within established timeframes.

BE IT FURTHER RESOLVED, that the CTB directs VDOT to report on the implementation of these recommendations and the impact of implementation by July 1, 2021.

####

CTB Decision Brief

Recommendations Relating to Utility Relocations

Issue: There have been concerns raised by the utility industry regarding delays, inconsistencies, and complications associated with the relocation of utilities on transportation projects. The concerns are primarily focused on design-build and locally administered projects. In response and after a review of the issues, the Commonwealth Transportation Board (CTB) is being requested to consider and make recommendations to the Virginia Department of Transportation (VDOT) relating to utility relocations on transportation projects conducted or funded by VDOT.

Facts:

- The Commonwealth Transportation Board (CTB) established a working group (Utility Relocation Working Group) for the purpose of reviewing processes, procedures and policies relating to utility relocations on projects conducted by the Virginia Department of Transportation (VDOT).
- The Utility Relocation Working Group involved utility companies, contractors, localities and VDOT staff.
- This Working Group began meeting in November 2018 and met five times to discuss issues related to utility relocation.
- VDOT also conducted separate meetings with the contracting industry to discuss design build projects and with localities across the state to gather input on utility relocation issues related to design build projects and locally administered projects.
- The Utility Relocation Working Group developed and has provided to the CTB, for its consideration, recommendations for the CTB to make to VDOT relating to utility relocations on VDOT transportation projects.

Recommendations: It is requested that the CTB approve a resolution, making the following recommendations to VDOT relating to utility relocations involving VDOT transportation projects, and directing VDOT to report on implementation of and the impact of implementing the recommendations by July 1, 2021:

- VDOT should identify an overall champion to continue and enhance the implementation of improvements developed and recommended through the Utility Relocation Working Group.
- VDOT should develop a policy whereby early phase project drawings with basic project details would be provided to utility companies earlier in the project development process. These early drawings will provide utilities, with early notice of the project in a standard format, the opportunity to provide a standard set of responses to potential design-build contractors in advance of the project's procurement.
- VDOT should develop common templates for use by utilities, contractors, VDOT and local partners in the planning and relocation processes for utilities on VDOT funded projects. These templates will list information, documentation and protocols for each phase of the utility relocation process to be followed by all involved.

- VDOT should develop a policy requiring that trained and certified utility coordinators and trained utility inspectors be utilized on VDOT funded projects based upon project size and complexity criteria.
- VDOT should develop a policy that would provide for a stipend to utility companies under certain conditions and circumstances. This stipend could be offered to utility companies to facilitate their efforts in the early phases of project development to reduce their risks of designing utility relocations which may later change. This policy should consider project size and complexity criteria.
- VDOT should incorporate any approved policy improvements in its Utility and Locally Administered Program Manuals, and related documents, to provide clear direction to all utility companies, local partners, VDOT staff, and contractors.
- VDOT should develop a policy regarding allowances for time-only contract extensions for design-build projects based upon utility delays outside of the contractor's control, provided strict criteria are met.
- VDOT should implement additional utility relocation training for all involved parties. This training will enhance understanding of utility relocation requirements and will assist key project delivery personnel in obtaining certifications as utility relocations specialists and/or serving as trained utility inspectors.
- VDOT should add language to the agency's Land Use Permit Manual to solicit reviews and comments from local jurisdictions as part of the permitting process for the placement of utilities in the rights of ways for roadways planned for widening as part of the local jurisdiction's comprehensive plan.
- VDOT should establish best practices and timelines for the relocation of private fiber companies' infrastructure within established timeframes.

Action Required by CTB: Approval of the resolution making the aforesaid recommendations to VDOT and directing VDOT to report on the implementation of the recommendations and the impact of implementation by July 1, 2021.

Result, if Approved: VDOT will utilize the CTB's recommendations for purposes of improving utility relocation performance on VDOT transportation projects and report back on implementation efforts by July 1, 2021.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

BID RESULTS FOR THE CTB
March 19, 2019
DESIGN BUILD PROJECT

UPC No. & Project No.	Location and Work Type	RECOMMENDATION	Contractor	Number of Bids	Bid Amount	Estimated Construction Cost
UPC-114713 **0029-030-843, P101, R201, C501** **Contract #C00114713DB105** Design, ROW, Construction & QA/QC	Route 15/29 Improvements at Vint Hill Fauquier County, Culpeper District The Project involves safety improvements on Route 15/29 (Lee Highway) from approximately 0.63 miles south of the Prince William County line to the intersection of Route 215 (Vint Hill Road). These improvements include improving the vertical alignment of the northbound lanes of Route 15/29 approaching the traffic signal at Vint Hill Road. The project is was procured offering a Base Scope with Scope Alternatives with a not to exceed maximum contract value of $3,600,000.	AWARD	Chemung Contracting Corporation , Mitchells, Virginia	1	$3,544,568.45	$3,501,177.00

Recommended for Award: $3,544,568.45
(Includes the Base Scope and Scope Alternatives)

April 2019 CTB Meeting

DESIGN-BUILD PROJECT

Project Name: **US Route 15/29 Improvements at Vint Hill**
Project #: 0029-030-843. P101, R201, C501
UPC: 114713
Contract #: C00114713DB105
Location: Fauquier County/Culpeper District

The Project is located along US Route 15/29 in Fauquier County, Virginia. The US-15/29 and VA-215 (Vint Hill Road) intersection consistently ranks as the #1 highest Targeted Safety Need in the Culpeper District with the highest potential for safety improvement based on statewide statistical data. High speed approaches and heavy volumes create conditions where substandard geometrics contribute to frequent crashes due to motorists overdriving conditions. The existing northbound vertical curves approaching the US-15/29 and Vint Hill Road intersection provide sight distance for an equivalent 35 mph design speed, well below the 60 mph design speed of the corridor.

The purpose of the US Route 15/29 Improvements Project at Vint Hill is to address safety by improving the current substandard stopping sight distance in the northbound lanes of US Route 15/29 (Lee Highway) in Fauquier County, from approximately 0.63 miles south of the Prince William County line to the intersection of Route 215. The proposed improvements include improving the vertical alignment of the northbound lanes of US Route 15/29 approaching the traffic signal at Vint Hill Road.

The Base Scope includes improving the vertical alignment of the northbound lanes of Route 15/29 within the project limits to provide stopping sight distance for a minimum Design speed of 50 MPH. Scope Alternatives to improve the vertical alignment for increased design speed were also included.

This is a Single Phase Design-Build procurement. The RFP stated the maximum contract value as $3,600,000.

Funding Source: Federally funded with Highway Safety Improvement Funds

Final Completion Date: September 30, 2019

Successful and Submitting Offerors:

Name	Bid Price
Chemung Contracting Corporation	**$3,544,568.45**