

**BOARD OF SUPERVISORS  
BUSINESS MEETING  
ACTION ITEM**

**SUBJECT:** Response to Board Member Initiative: Proposed Process and Cost Estimate for Renaming Harry Byrd Highway (Route 7) and John Mosby Highway (Route 50)

**ELECTION DISTRICT:** Countywide

**CRITICAL ACTION DATE:** At the pleasure of the Board

**STAFF CONTACTS:** Kelly Griffin, Transportation and Capital Infrastructure  
Joe Kroboth, III, Transportation and Capital Infrastructure

**PURPOSE:** To provide a proposed process and preliminary cost estimate for renaming the primary roads Harry Byrd Highway (Route 7) and John Mosby Highway (Route 50) as directed by a Board Member Initiative (BMI).

**RECOMMENDATION:** Staff recommends that the Board of Supervisors (Board) approve the proposed process to rename Harry Byrd Highway (Route 7) and John Mosby Highway (Route 50) as outlined in this item and direct staff to establish a capital project account in the Capital Projects Fund for Renaming Harry Byrd Highway and John Mosby Highway and approve an amendment to the FY 2021 Capital Improvement Program (CIP) by authorizing the execution of a budget adjustment to transfer \$87,000 from the Capital Project Management account to the newly established capital account to fund the sign inventory, and forward a request to fund the estimated sign replacement costs between \$621,000 and \$3,204,000 to the FY 2023 Capital Improvement Program (CIP) budget process for consideration and prioritization by the Board.

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**BACKGROUND:** On September 15, 2020<sup>1</sup>, the Board approved a BMI (7-2: Buffington and Kershner opposed) directing staff to prepare an informational inventory detailing Confederate and segregationist symbols and their locations, i.e., road or street names, buildings, signs, logos, organizations, markers, monuments, battlefields, and others in public spaces honoring Confederate and segregationist figures or symbols in Loudoun County, in consultation with experts in Loudoun history where deemed necessary, and to report back to the Board in June 2021. In response to the September 15, 2020 BMI, and at their December 15, 2020 Business Meeting<sup>2</sup>, the Board approved (7-0-2: Buffington and Kershner absent) a scope of work for the creation of an inventory of Confederate and segregationist symbols in Loudoun County. Also, at the December 15, 2020

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<sup>1</sup> [Item 17 September 15, 2020 Board of Supervisors Business Meeting](#)

<sup>2</sup> [Copy teste Item 05 December 15, 2020 Board of Supervisors Business Meeting](#)

Business Meeting a subsequent motion was approved (7-0-2: Buffington and Kershner absent), which directed staff to initiate the process of renaming the primary roads Harry Byrd Highway (Route 7) and John Mosby Highway/Lee Jackson Memorial Highway (Route 50), in potential coordination with Fairfax County, and report back to the Board with a proposed process and cost estimate no later than May 2021. This item provides a proposed process and cost estimate for renaming Harry Byrd Highway and John Mosby Highway.

Harry Byrd Highway extends across the entire county and connects with Clarke County to the west and Fairfax County to the east (Attachment 1), traveling across all election districts except for the Dulles District. Harry F. Byrd, Sr. was the governor of Virginia from 1926 to 1930 and a U.S. senator from 1933 to 1965. The name Harry Byrd Highway is continued into Clarke County. Route 7 in Fairfax County, immediately adjacent to Loudoun, is named Leesburg Pike.

John Mosby Highway also extends across the entire county and connects with Fauquier County to the west and Fairfax County to the east with portions of it weaving in and out of Fauquier County (Attachment 1), in the Blue Ridge and Dulles Election Districts. John S. Mosby was a colonel in the Confederate Army. The road is named John S. Mosby Highway in Fauquier County. Route 50 in Fairfax County immediately adjacent to Loudoun is named Lee Jackson Memorial Highway.

To develop the proposed process for renaming Harry Byrd Highway and John Mosby Highway, staff researched the actions that neighboring jurisdictions have followed to rename similar roads, such as Jefferson Davis Highway (Route 1) to Richmond Highway and Lee Highway (Route 29). For example, in Arlington County an organization, named the Lee Highway Alliance, was formed tasked with creating a community vision for the Lee Highway corridor. The Lee Highway Alliance formed a separate working group charged with the specific task of determining an alternate name for Lee Highway (Route 29). The working group was comprised of representatives from the Lee Highway Civic Association, local business/property owners, members of the Lee Highway Alliance Steering Committee, Lee Highway residents, and local activists. More information can be found on their website (<https://www.leehighwayalliance.com/renaming-lee-highway.html>).

**ISSUES:** The commemorative name for Route 7 was named Harry Byrd Highway on November 21, 1968, by the State Highway Commission. The commemorative name for Route 50 was named John Mosby Highway on April 1, 1982, by the General Assembly. Because Routes 7 and 50 are primary state highways, Chapter 10-20 (Naming of Streets) of the Loudoun County Codified Ordinance (Attachment 2) does not govern the renaming of those roads. As such, the proposed process for renaming primary roadways was developed incorporating applicable policies from the Code of Virginia, the Virginia Department of Transportation (VDOT), and Loudoun County.

*VDOT Process:* The ultimate approval of a new primary state highway name lies with the Commonwealth Transportation Board (CTB) or the General Assembly. §33.2-213 of the Code of Virginia (Attachment 3) grants the CTB authority to name a bridge, highway, or interchange to honor a deceased person or group of people. The General Assembly may name a bridge, highway, or interchange for any purpose or person (deceased or alive). While VDOT is responsible for

obtaining CTB approval of an alternate road name, VDOT is not involved in the selection of the alternate road name; that responsibility lies with local jurisdictions. Further detail on VDOT's process can be found on the [VDOT webpage for naming bridges and state highways](#). The VDOT process is summarized below.

1. Locality discusses the proposed naming with the Residency Administrator prior to passing a formal resolution. Sample resolutions are provided as Attachment 4.
2. A request, in the form of a formal resolution from the locality, is provided to the Residency Administrator or other designated VDOT manager. This resolution must be approved by the Board and indicate that the local jurisdiction will pay all costs associated with sign replacement.
3. The Residency Administrator forwards the request to VDOT's District Office for review.
4. The Residency or District forwards the request to the Maintenance Division's Roadway Inventory Management Unit for review and action.
5. VDOT's Maintenance Division prepares the necessary CTB resolution, ensures the item is on the CTB agenda, and presents the request to the CTB.
6. Upon approval, VDOT's Maintenance Division notifies the District Office and Residency Administrator.
7. The Residency notifies the Maintenance Division when the signs are installed.

The process outlined above is legally required to change a primary road name. However, there are recommended elements that should also be taken into consideration.

- Public Outreach: Although it is not required, it is highly recommended that local jurisdictions conduct a public outreach campaign because the CTB desires that citizens are given ample avenues to have their voices heard when it comes to renaming a primary road. Also, cross departmental efforts are recommended to assist in the plan to choose a new roadway name. To meet these goals, it is recommended that Loudoun County establish a Task Force, which is further described in the item.
- Outreach to Impacted parcel owners: Currently, 350 parcels are addressed Harry Byrd Highway, and 294 parcels are addressed John Mosby Highway. Buildings containing multiple units are included in these counts. Engaging the impacted residents and businesses early in the process can help identify community concerns and provide additional feedback.
- Impact on parcel owners: Additionally, the Board may choose to consider the impact of the cost of a change of address for property owners. Of the 350 impacted parcel owners addressed Harry Byrd Highway, approximately 255 are residential uses and approximately 95 are commercial uses. Of the 294 impacted parcel owners addressed John Mosby Highway, approximately 146 are residential uses and approximately 148 are commercial uses. Typically, the costs associated with changing a residential address are relatively low; the impacts are associated with the time and effort required to change utility bills, mortgage

statements, etc. The costs associated with changing a commercial business address are likely to be more substantial and include items such as, but not limited to, replacing signage, marketing materials, and legal documents that are specific to the business. The cost could also vary greatly depending on the size of the businesses. A stipend program is one potential mechanism to provide assistance for commercial business owners to offset the costs. Should the Board desire to provide a stipend program to provide monetary assistance to the impacted commercial businesses, staff would develop a proposal and report back to the Board at a later date.

*Proposed Loudoun County Road Renaming Process:* As previously stated, Chapter 10-20 (Naming of Streets) of the Loudoun County Codified Ordinance is not applicable because Routes 7 and 50 are primary roadways. Therefore, a proposed process presented in Table 1 was developed to determine alternate road name recommendations for Harry Byrd Highway and John Mosby Highway. This process was developed by DTCI with assistance from the Office of the County Administrator, the Department of Planning and Zoning (DPZ), and the Office of Mapping and Geographic Information (OMAGI). This process is very similar to what other Northern Virginia jurisdictions have followed or are planning to use for renaming primary roads in their localities. Based on the estimated schedule, the entire process may take up to 26 months to complete.

**Table 1: Proposed Process and Schedule for Renaming Harry Byrd Highway and John Mosby Highway**

<b>Task #</b>	<b>Description</b>	<b>Activities</b>	<b>Estimated Schedule<sup>3</sup></b>
1	Interjurisdictional Coordination	DTCI staff coordinates with Fairfax, Fauquier, and Clarke Counties regarding potential coordination of alternate road names.	January 2021 – end of process (February 2022)
2	Conduct Sign Inventory	Dewberry to perform sign inventory as described in Attachment 6.	June 2021 – September 2021
3	Create Task Force	A Task Force is created with the goal of creating a list of alternate road name choices. The Task Force would operate as a temporary committee and dissolve at the end of the process. It is envisioned to include one subject matter expert each from the Heritage Commission, Black History Committee, Friends of Thomas Balch Library, Loudoun Branch of the National Association for the Advancement of Colored People (NAACP),	July 2021 – February 2022

<sup>3</sup> Predicting delivery dates for these specific tasks is based on estimates using the information available at this time and are subject to adjustment.

Task #	Description	Activities	Estimated Schedule <sup>3</sup>
		<p>Piedmont Heritage Association, the Loudoun Museum, and the Loudoun County Preservation and Conservation Collation (LCPCC), Chamber of Commerce, and others to be determined. Additionally, each Board Member may appoint one additional representative to the Task Force. The Task Force shall consist of no more than twenty members. Staff support and facilitation from DPZ, OMAGI, and DTCI will be provided. It is anticipated that the Task Force will conduct between four and five meetings; all meetings will be open to the public. At the first meeting, A Chair and Co-Chair will be selected via nominations and votes. The first meeting will also serve as an introduction to the County Initiative and Task Force members. The second meeting is envisioned to discuss the process and determine the schedule for the process and public outreach campaign. Meeting three is envisioned to conduct an initial road name discussion. Meeting four is envisioned to prepare the final determination of the road names. Meeting five will be held, if needed.</p>	
4	Prepare Alternate Road Name List	<p>Establish a project website which will provide a comment form providing a mechanism for the public to submit road name suggestions. A dedicated project email address will also be created to collect road name suggestions. In addition to the names collected by the Task Force and the public, each Board Member may elect to submit two alternate road names for each roadway directly to the Task Force for consideration.</p> <p>The alternate road name list will be reviewed against Chapter 10-20 (Naming of Streets) of the Loudoun County Codified Ordinance, the Department of Parks, Recreation and Community Services (PRCS) (formerly Parks and Recreation) Resolution Relating to County</p>	July 2021 – February 2022

Task #	Description	Activities	Estimated Schedule <sup>3</sup>
		<p>Memorials and the Names for County Parks, sites, and Facilities dated March 17, 1992 (Attachment 5), and VDOT criteria. Names that do not comply with the criteria of any of these three policies will be removed from the list.</p> <p>The Task Force will narrow the list down to ten alternate names for each roadway. Upon completion of generating ten alternate names and prior to the Public Outreach Campaign, staff will report back to the Board for approval of this list. To assist the Task Force, the following selection criteria is recommended:</p> <ol style="list-style-type: none"> <li>1. The name is appropriate to Loudoun County/Northern Virginia history and culture.</li> <li>2. The name reflects the natural or cultural geography of Loudoun County.</li> <li>3. The name is not already used, nor does it sound similar to another street in Loudoun County.</li> <li>4. The name meets all the requirements of Chapter 10-20 of the <u>Loudoun County Codified Ordinance</u> (Naming of Streets).</li> <li>5. The name is considerate, sensitive, and respectful to all Loudoun County residents.</li> <li>6. The name reflects the economy and/or the trade of the time frame.</li> <li>7. The final list of ten alternate names for each roadway will be presented to the public through an outreach campaign for input and feedback.</li> </ol>	
5	Public Outreach	County staff assisting the Task Force will work with the Department of Public Affairs and Communications (PAC) to develop a Public Outreach campaign. The campaign will be a County led initiative. The list of ten alternate	July 2021 – February 2022

Task #	Description	Activities	Estimated Schedule <sup>3</sup>
		names for each roadway will be presented to the public to solicit feedback and input. This campaign is envisioned to include: a dedicated project email address, creation of a project website, an online survey for voting, up to two public input meetings, utilizing the website blog feature, coordination with the Board to send news blasts, and advertisement in local newspapers.	
6	Board Selection and Approval of Alternate Road Names	At the conclusion of the public outreach campaign, an Action Item containing a ranked list of road names will be presented to the Board for approval. The staff recommendation will contain the top ranked candidate based on the Public Outreach campaign. The required VDOT/CTB resolution will be included in this Action Item. Also included in this item will be any additional costs determined during the public outreach campaign.	February 2022 – March 2022
7	VDOT/CTB Approval of New Road Names	Upon approval by the Board, the approved name for each roadway and the Executed Resolution will be forwarded to VDOT for approval by the CTB.	April 2022 – July 2022
8	Implement New Road Names	Coordinate with VDOT to implement sign replacement.	July 2022 – July 2023

**FISCAL IMPACT:** A cost estimate to provide the needed engineering services to implement this initiative was provided by one of Loudoun County’s task order consultants. The scope of services includes a street sign inventory, which is estimated to cost \$87,000. This sign inventory is necessary to identify all existing signs posted on both highways, including the blue blade street signs and street signs posted on traffic signals and overhead highway sign structures.

Loudoun County Department of General Services (DGS) can operationally support manufacturing and replacement of the blue blade street signs. The estimates provided in this item include the projected costs for DGS to prepare and install new blue blade street signs.

To replace street name signs that have been installed on traffic signals, a traffic signal design plan for each impacted intersection must be submitted to VDOT for review and approval. Once new mast arm signs are manufactured and are ready to be installed, a traffic signal contractor must obtain a permit from VDOT to work within the right-of-way. The installation of the new sign typically requires closing a travel lane, which requires costs associated with maintenance of traffic. Green highway signs are installed on foundations and structures that must comply with VDOT's requirements. Replacement of new highway signs requires preparation of a signage plan, which must be reviewed and approved by several VDOT agencies. VDOT has a policy in effect that essentially directs that sign support structures be designed for the size and type of sign(s) planned for installation at the time of original construction. This policy creates an adverse condition when changes to the sign cause the size to increase or position to impact structural loading. When this occurs, VDOT requires a new analysis of the sign structure to determine if it can support the new sign size or position. Therefore, the analysis must be compliant with the new sign support structural standards adopted by the American Association of State Highway and Transportation Officials and VDOT. VDOT's policy may require the complete replacement of the affected overhead signs and their sign support structures, which may incur significant costs associated with maintenance of traffic. To identify definitive costs, DTIC must engage its engineering consultant and VDOT to analyze the affected signs and sign structures and investigate any available options to minimize the scope of this additional work. In addition to the issue of structural stability, many of these sign supports have been in place for many years. The condition of the supports, because of age, may dictate the need to replace the support structure as well.

The scope of work submitted by Dewberry includes rough order magnitude cost estimates for tasks associated with preparation of graphics, public meeting support, sign replacement engineering services, and optional task for sign structure replacement services should larger signs be required. Because the new road names have not been determined, the cost estimate provides two scenarios: the cost to replace existing signs with the same size sign, which is presented in Table 2, and the cost to replace existing signs with a larger sign should the replacement name require a larger sign, which is presented in Table 3. The total preliminary estimated cost ranges between \$708,000 and \$3,291,000.

**Table 2: Estimated cost to replace signs with a same size sign**

<b>Task</b>	<b>Cost Estimate</b>
Sign Inventory	\$87,000
<b>SUB-TOTAL</b>	<b>\$87,000</b>
Engineering Services	\$69,000
ROM Construction Cost	\$552,000
<b>SUB-TOTAL Engineering and Construction</b>	<b>\$621,000</b>
<b>Overall Project Cost under this Scenario</b>	<b>\$708,000</b>

**Table 3: Estimated cost to replace signs with a larger sign**

Task	Cost Estimate
Sign Inventory	\$87,000
<b>SUB-TOTAL</b>	<b>\$87,000</b>
Engineering Services	\$444,000
ROM Construction Cost	\$2,760,000
<b>SUB-TOTAL</b>	<b>\$3,204,000</b>
<b>Overall Project Cost under this scenario</b>	<b>\$3,291,000</b>

It is noted that the cost estimates were based on a preliminary sign inventory provided by OMAGI using the County’s Geographical Information System (GIS). The preliminary inventory identified 23 blade signs and 11 mast arm signs along Route 7, and 73 blade signs, 21 mast arm signs, two median large green signs, six small green signs, and one tourism sign along Route 50. To account for additional signs located during the field sign inventory, an additional contingency of ten percent was added to the cost.

Funding in the range estimated by the ROM is not currently available in the CIP, which is why staff recommends the project be sent to the FY 2023 CIP process for prioritization. However, the FY 2022 CIP includes the creation of the Traffic Sign Replacement Program with available funding of \$1,000,000 in FY 2022. This program can provide some level of funding to this effort and would be available for programming purposes once the street sign inventory is complete in the fall of 2021, which coincides with the FY 2023 CIP budget guidance process.

**ALTERNATIVES:** The following alternatives have been identified for the Board’s consideration:

1. The Board may approve the process to rename Harry Byrd Highway (Route 7) and John Mosby Highway (Route 50) as outlined in this item and direct staff to move forward with the process, authorize the use of \$87,000 to conduct the sign inventory, and forward a request to fund the balance of the estimated sign replacement cost of \$621,000 - \$3,204,000 to the FY 2023 Capital Improvement Program budget process for prioritization.
2. The Board may modify the proposed process to rename Harry Byrd Highway (Route 7) and John Mosby Highway (Route 50) and direct staff to move forward with the modified process.
3. The Board may choose not to move forward with the process to rename Harry Byrd Highway (Route 7) and John Mosby Highway (Route 50) as outlined in this item.
4. The Board may choose to recommend alternate road names for Harry Byrd Highway (Route 7) and John Mosby Highway (Route 50)for Harry Byrd Highway (Route 7).

5. The Board may choose to provide a stipend program to provide monetary assistance to the impacted commercial businesses. If directed, staff would develop a proposal and report back to the Board at a later date.

**DRAFT MOTIONS:**

1. I move that the Board of Supervisors approve the proposed process to rename Harry Byrd Highway (Route 7) and John Mosby Highway (Route 50) as outlined in Table 1 of this item and direct staff to move forward with initiating as much of the process as possible with the amount of funding authorized at this time.

I further move that the Board direct staff to establish a capital project account in the Capital Projects Fund for Renaming Harry Byrd Highway and John Mosby Highway and approve the amendment of the FY 2021 CIP by authorizing the execution of a budget adjustment to transfer \$87,000 from the Capital Project Management project to the newly established capital account in the Capital Projects Fund to fund the sign inventory.

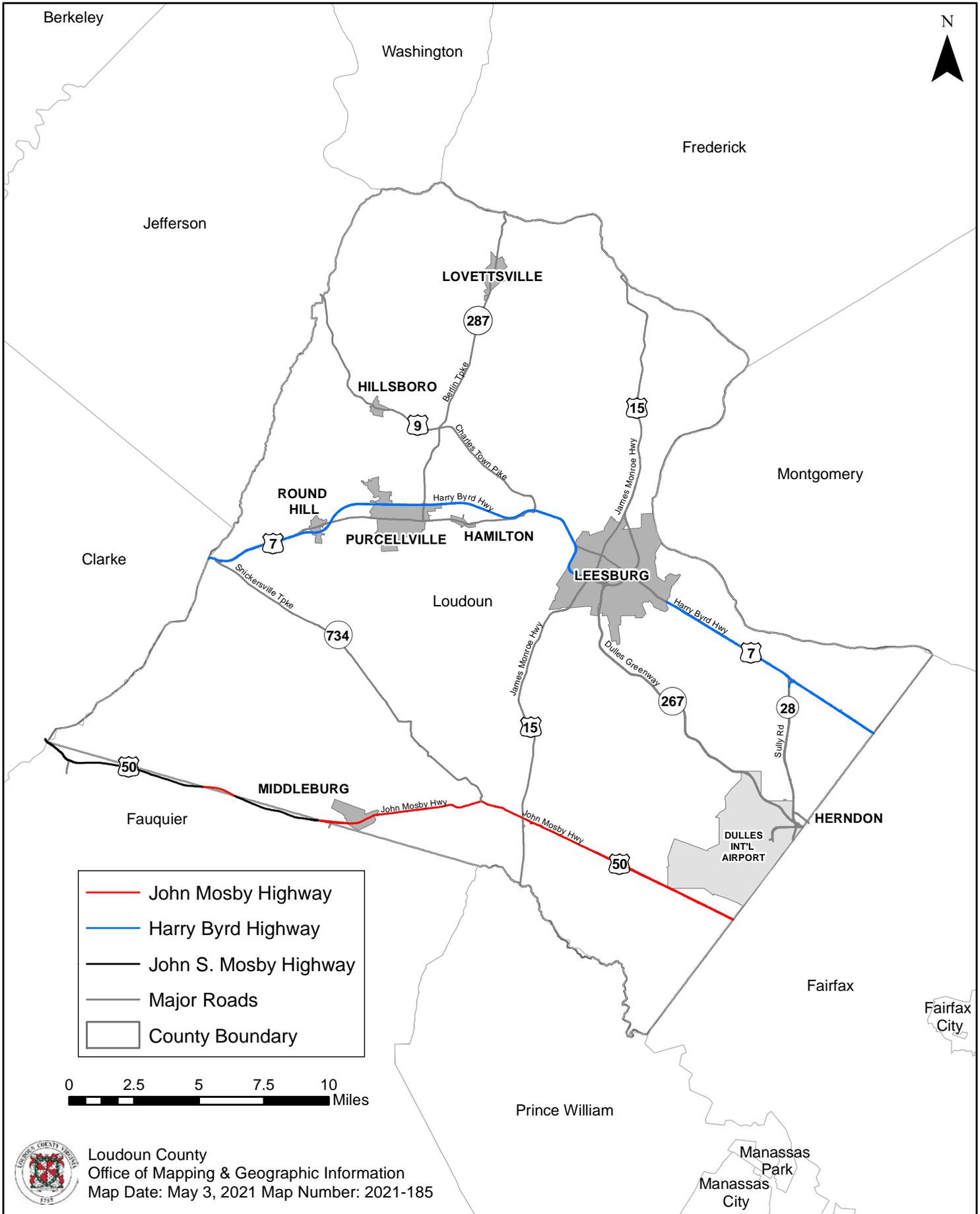
I further move that the Board send the balance of the remaining estimated costs for sign replacement in the amount of \$621,000 - \$3,204,000 to the Capital Improvement Program FY 2023 budget process for consideration and prioritization.

OR

2. I move an alternate motion.

**ATTACHMENTS:**

1. Vicinity Map
2. Chapter 10-20 (Naming of Streets) of the Loudoun County Codified Ordinance
3. §33.2-213 of the Code of Virginia
4. Sample CTB Resolutions
5. PRCS Resolution Relating to County Memorials and the Names for County Parks, sites, and Facilities, dated March 17, 1992
6. Dewberry Cost Estimates



## Chapter 1020 Naming of Streets

[https://codelibrary.amlegal.com/codes/loudouncounty/latest/loudounco\\_va/0-0-0-6298#JD\\_Chapter1020](https://codelibrary.amlegal.com/codes/loudouncounty/latest/loudounco_va/0-0-0-6298#JD_Chapter1020)

### General Naming Standards

[1020.05 GENERAL NAMING STANDARDS. \(amlegal.com\)](#)

#### **1020.05 GENERAL NAMING STANDARDS.**

(a) All proposed street names shall be reviewed by the Department for conformance with applicable sections of this chapter and these Codified Ordinances. The Department may also give consideration to the consistency of proposed street names with street names listed in the Countywide Transportation Plan that are in conformance with the applicable sections of this chapter and these Codified Ordinances. If proposed street names are found to be in conformance with this chapter and these Codified Ordinances, the Department shall approve them, however, the Director, in his/her sole discretion, may choose not to approve a proposed street name that would create an adverse impact to public safety.

(b) A proposed street name shall not duplicate any existing or approved street name within the County, the incorporated towns, or Dulles Airport. Rights of way with the same name, but different street-type designation, shall be considered duplicates. The following are examples of duplicate names:

EXAMPLE #1: Willow Drive

Willow Court

EXAMPLE #2: Green Haven Road

Greenhaven Terrace

(c) Proposed street names shall not:

- (1) Exceed twenty characters in length, excluding street-type designation;
- (2) Contain hyphens, apostrophes or other non-letter characters;
- (3) Exceed two words in length, excluding street-type designation;

(Ord. 92-01. Passed 1-21-92.)

(4) Contain directional prefixes or suffixes, except when it is desirable for the right of way providing the main entrance to a planned development to receive the name of the development, which name includes a directional prefix or suffix;

(Ord. 93-15. Passed 12-1-93.)

(5) Duplicate more than one word in an existing street name, excluding street- type designation; or

(6) Duplicate individual words within the same street name.

The following are examples of the provisions of this subsection:

EXAMPLE #1: Grey Dove Lane NOT DUPLICATES

Grey Goose Lane

EXAMPLE #2: Brick House Court NOT DUPLICATES

Farm House Court

EXAMPLE #3: Green Acres Lane ARE DUPLICATES

Green Acres Drive

EXAMPLE #4: Fox Fox Way NOT ACCEPTABLE

(d) Proposed street names with near duplications in spelling, confusing spelling or pronunciation (such as alliteration) or that are phonetically similar to an existing or approved street name shall not be approved. The following are examples of the provisions of this subsection:

EXAMPLE #1: Katherine Court ARE DUPLICATES

Catherine Court

Ashburn Parkway ARE DUPLICATES

Ashburn Way

EXAMPLE #2: Reworked Railway NOT ACCEPTABLE

Road

EXAMPLE #3: Great Court SOUND-ALIKE:

Grade Court NOT ACCEPTABLE

Grate Court

Parakeet Court SOUND-ALIKE:

Park Heat Court NOT ACCEPTABLE

(e) Continuity Standards for Proposed Street Naming: The continuation of a proposed and/or existing street name through an intersection shall conform to the following continuity standards, unless the Director, in his/her sole discretion, determines

that such continuation of a street name would create an adverse impact to public safety. If such a determination is made, the Director shall decide which street names, if any, shall continue through the intersection. For examples of the application of continuity standards, please see Appendix II at the end of this chapter.

(1) Where a proposed non-median divided right of way intersects with and crosses an existing or proposed non-median divided right of way:

A. If the offset distance between centerlines is fifty feet or less, the street name for the proposed non-median divided right of way shall continue through the intersection.

B. If the offset distance between centerlines is greater than fifty feet, the street name for the proposed non-median divided right of way shall not continue through the intersection.

C. If culs-de-sac or other dead-end rights of way are created, Section [1020.05](#) (e)(5) shall apply.

(2) Where a proposed non-median divided right of way intersects with and crosses an existing or proposed median divided right of way:

A. The proposed non-median divided right of way shall be assigned two separate street names regardless of the offset distance between centerlines.

B. The street name of the median divided right of way shall continue through the intersection.

(3) Where a proposed median divided right of way intersects with and crosses an existing non-median divided right of way:

A. The existing non-median divided right of way shall be renamed in accordance with Section [1020.07](#) (f).

B. The street name of the proposed median divided right of way shall continue through the intersection.

(4) Where a proposed median divided right of way intersects with and crosses an existing or proposed median divided right of way, the street names for both median divided rights of way shall continue through the intersection.

(5) Where culs-de-sac or other dead-end rights of way are created:

A. If a proposed right of way intersects with and crosses an existing or proposed right of way and terminates in a cul-de-sac or other dead-end before intersecting with and crossing another right of way, the street name for the proposed right of way shall not continue through the intersection.

B. If a proposed right of way intersects with but does not cross a proposed right of way (a "T" intersection) that terminates in culs-de-sac or other dead-ends on both sides of the intersection (forms a double-ended cul-de-sac or dead-end), the street

name for the double-ended cul-de-sac or dead-end shall continue through the intersection.

C. The posting of address ranges at the entrance of the double-ended cul-de-sac or dead-end right of way shall be required. Maintenance and replacement of signs displaying street address ranges shall be the responsibility of a homeowners' association or the individual property owners served by the cul-de-sac in accordance with [Chapter 1021](#).

(6) For intersections that do not fall under the above subsections, the determination of whether a street name shall continue through the intersection shall be made by the Director in his/her sole discretion.

(f) Proposed street names for major arterial roads accessing multiple developments shall not duplicate the project name of any individual development.

(Ord. 92-01. Passed 1-21-92.)

(g) Compass points, such as north and south, shall not be used in any proposed street names, except when the right-of-way is to be named for the project in which it is located, provided that all other provisions of this chapter are complied with.

(Ord. 93-15. Passed 12-1-93.)

(h) All existing or proposed public or private rights of way or single-owner private access driveways accessing five (5) or more properties or addressable structures shall be named. The Director shall also have the authority and discretion to require any existing or proposed public or private right of way or single-owner private access driveway accessing fewer than five (5) properties or addressable structures to be named if the lack of a street name has caused or would create an adverse impact to public safety. Addressable structures served by an unnamed public or private right of way or single-owner private access driveway serving less than five (5) properties or addressable structures, shall be addressed using the street name of the right-of-way from which such public or private right of way or single-owner private access driveway originates.

Any previously named single-owner private access driveway serving less than five (5) properties or addressable structures may have its street name removed upon the request of the owner. Requests for removing street names from single-owner private access driveways shall be submitted in writing to the Department however, the Director may choose not to approve such a request if the removal of the street name would create an adverse impact to public safety. Addresses for addressable structures on single-owner private access driveways for which the owner requests either a new street name or the removal of an existing street name will be assigned or reassigned in accordance with the provisions of Chapter 1026.

(Ord. 94-09. Passed 4-20-94.)

(i) Street-type designations (court, road, etc.) shall not be incorporated into proposed street names. The following is an example of this provision:

EXAMPLE #1 Wilson Court Road NOT ACCEPTABLE

Applelane Drive NOT ACCEPTABLE

(j) All new frontage or service roads shall carry a unique street name separate and distinct from the right-of-way which it serves.

(k) Articles (the, a, an) shall not be used in proposed street names. The following is an example of this provision:

EXAMPLE #1 The Wildlife Road NOT ACCEPTABLE

(l) The words "old" and "new" shall not be used in proposed street names when they precede a street name which exists in the County, an incorporated town, or Dulles Airport. The following is an example of this provision:

EXAMPLE #1 Old Catoclin Lane NOT ACCEPTABLE

(m) Proposed street names duplicating facilities or geographic locations shall not be approved. The following is an example of this provision:

EXAMPLE #1 Tennis Court NOT ACCEPTABLE

Bowling Alley

(n) Proposed street names that are deemed offensive shall not be approved.

(o) The use of commemorative names shall be reserved for the Commonwealth of Virginia in naming primary State highways. However, first or last names of individuals may be used as proposed street names where all other street naming criteria are met and the name does not duplicate an existing or approved street name.

(p) The final street-type designation ("Court", "Drive", etc.) component of a street name shall be assigned solely by the Department and may differ from any proposed street-type designation that may have been previously depicted on a plat or plan.

(Ord. 92-01. Passed 1-21-92; Ord. 16-11. Passed 9-14-16.)

Code of Virginia  
 Title 33.2. Highways and Other Surface Transportation Systems  
 Chapter 2. Transportation Entities

## § 33.2-213. Naming highways, bridges, interchanges, and other transportation facilities.

The Board shall have the power and duty to give suitable names to state highways, bridges, interchanges, and other transportation facilities and change the names of any highways, bridges, interchanges, or other transportation facilities forming a part of the systems of state highways. The names of private entities, as defined in § 33.2-1800, located within the Commonwealth shall not be used for such purposes unless such private entity pays the Department an annual naming rights fee as determined by the Board. The Department shall place and maintain appropriate signs indicating the names of highways, bridges, interchanges, and other transportation facilities named by the Board or by the General Assembly. The costs of producing, placing, and maintaining these signs shall be paid by the localities in which they are located or by the private entity whose name is attached to the highway, bridge, interchange, or other transportation facility. However, for a highway, bridge, interchange, or other transportation facility named after a state official killed during the performance of his official duties, the costs of producing, placing, and maintaining these signs shall be paid from Commonwealth Transportation Funds. For purposes of this section, "state official" includes law-enforcement officers employed by the Department of State Police and state highway transportation workers. No name shall be given to any state highway, bridge, interchange, or other transportation facility by the Board unless and until the Board receives (i) for a naming after a state official, a letter or resolution from the head of the state agency by which the state official was employed requesting such naming or (ii) for a naming other than after a state official, a resolution from the governing body of the locality within which a portion of the facility to be named is located requesting such naming, except in such cases where a private entity has requested the naming. No highway, bridge, interchange, or other transportation facility previously named by the Board or the General Assembly shall be eligible for renaming by a private entity, unless such naming incorporates the previous name. The Board shall develop and approve guidelines governing the naming of highways, bridges, interchanges, and other transportation facilities by private entities and the applicable fees for such naming rights. Such fees shall be deposited in the Highway Maintenance and Operating Fund established pursuant to § 33.2-1530.

No name shall be eligible for the naming rights under this section if it in any way reasonably connotes anything that (i) is profane, obscene, or vulgar; (ii) is sexually explicit or graphic; (iii) is excretory related; (iv) is descriptive of intimate body parts or genitals; (v) is descriptive of illegal activities or substances; (vi) condones or encourages violence; or (vii) is socially, racially, or ethnically offensive or disparaging.

Code 1950, § 33-12; 1956, c. 92; 1964, c. 265; 1970, c. 322, § 33.1-12; 1974, c. 462; 1977, c. 150; 1978, c. 650; 1986, Sp. Sess., c. 13; 1988, cc. 844, 903; 1989, c. 727; 1992, c. 167; 1995, c. 94; 2001, c. 349; 2003, cc. 281, 533, 560; 2004, c. 110; 2005, cc. 839, 919; 2006, cc. 197, 417, 833, 924; 2006, Sp. Sess. I, c. 8; 2007, c. 337; 2008, Sp. Sess. II, c. 5; 2009, cc. 670, 690; 2011, cc. 104, 164; 2012, cc. 729, 733; 2013, cc. 388, 569, 585, 646, 741; 2014, c. 805; 2019, c. 802.

The chapters of the acts of assembly referenced in the historical citation at the end of this section may not constitute a comprehensive list of such chapters and may exclude chapters whose provisions have expired.

12/14/2020

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## Attachment 3

# Template 1

## Highway Naming Resolution Template Boards of Supervisors

County Letterhead or Symbol

### Resolution

Title : Highway Naming of Route XXX, “name of road”, from “boundary, intersection or landmark” to “boundary, intersection or landmark” in “name of County” as the “John Doe Memorial Highway”.

**WHEREAS**, provide information about John Doe (or the group of individuals, such as Veterans) that justifies naming a highway after him/them. For memorial naming requests associated with an individual rather than a group, include the date that the individual passed away, if it is known.

**WHEREAS**, provide further information in multiple “whereas” clauses as the County sees fit; and

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that “Name” County, in accordance with Section 33.2-213 of the *Code of Virginia*, does hereby request that the CTB name the highway on Route XXX, “name of road”, from “boundary, intersection or landmark” to “boundary, intersection or landmark” in “name of County” as the “John Doe Memorial Highway”.

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

\_\_\_\_\_  
Signature

Board of Supervisors Chairman  
or other representative

\_\_\_\_\_  
Date

## Template 2

### Bridge Naming Resolution Template for Boards of Supervisors

County Letterhead or Symbol

#### Resolution

Title : Bridge Naming on Route XXX, "name of road", over "name of creek, river or railroad" in "name of County" as the "John Doe Memorial Bridge".

**WHEREAS**, provide information about John Doe (or the group of individuals, such as Veterans) that justifies naming a bridge after him/them. For memorial naming requests associated with an individual rather than a group, include the date that the individual passed away, if it is known.

**WHEREAS**, provide further information in multiple "whereas" clauses as the County sees fit; and

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

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

**NOW, THEREFORE, BE IT RESOLVED**, that "Name" County, in accordance with the requirements of Section 33.2-213 of the *Code of Virginia*, does hereby request that the Commonwealth Transportation Board name the bridge on Route XXX, "name of road", over "name of creek, river or railroad" in "name of County" as the "John Doe Memorial Bridge";

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

.

\_\_\_\_\_  
Signature

Board of Supervisors Chairman  
or other representative

\_\_\_\_\_  
Date

Adopted March 17, 1992

A RESOLUTION RELATING TO COUNTY MEMORIALS AND THE NAMES FOR COUNTY PARKS, SITES, AND FACILITIES.

“BE IT RESOLVED by the Board of Supervisors of the County of Loudoun that;

The purpose of this Resolution is to establish guidelines and procedures to be used in the naming of County parks, sites and facilities, and the use of statues, busts or other memorials.

For the purposes of this Resolution, the following terms shall have the meaning given herein.

“Facility” shall include any office building, stadium, arena, sheriff or fire station, or any other facility owned, managed or operated by the County of Loudoun.

“Memorial” shall include any statue, bust, monument, or plaque erected or installed in remembrance of a person or historical event.

“Park” shall include any park, park roadway, playground, athletic field, tennis court, golf course, swimming pool, and other recreation areas and facilities under the control, maintenance and management of the Department of Parks and Recreation.

“Site” shall include any land parcel owned by the County of Loudoun.

Naming of County Parks, Sites and Facilities.

A. The names of all County parks, sites and facilities shall be determined in accordance with requirements set forth herein:

1. Existing County parks, sites and facilities may retain the name which has been historically accepted through common usage.
2. New or existing parks, sites, and facilities may be named:
  - a. For the neighborhood, community, district, or region in which the park, site or facility is located; or
  - b. After the primary street which it abuts; or
  - c. To describe the purpose and function of the facility.

3. In exceptional cases, a new or existing park, site or facility may be named for a person, or for a belief, ideal, concept or historical event of significance to the County, State, nation, or world. In cases where the park, site, or facility is named for an individual, that person must be deceased and must meet one or more of the following criteria:
  - a. Said person has a significant association with the park, site, or facility; or
  - b. Said person has contributed significantly to the community or area in which the park, site, or facility is located; or
  - c. Said person has achieved significant recognition historically on the County, State, national, or international level; or
  - d. Said person has been honored for service with the armed forces of the United States of America.

### Memorials

The County shall erect, install and accept donations for permanent statues, busts or other memorials in accordance with requirements set forth herein.

Permanent statues, busts or other memorials may be erected, placed or installed in County parks, sites and facilities to honor:

1. Persons or groups that have a significant association with the park, site or facility; or
2. Persons or groups for which a park, site or facility has been named; or
3. A belief, ideal, concept or a historical event of significance to the community, County State, nation or world; or
4. A historical event of significance to the park, site or facility; or
5. A person or group which has contributed significantly to the park, site or facility; or
6. A person or group which has achieved significant recognition historically on the County, State, national or international level; or
7. A person or group which has been honored for service with the armed forces of the United States of America.

### Procedures for Naming County Parks, Sites and Facilities and Erecting or Accepting Memorials.

- A. When a new park, site or facility is acquired or authorized for construction or when a memorial is to be accepted or erected, the County Administrator shall submit recommendations regarding the name or memorial to the Board of Supervisors in the form of a resolution along with any additional information as required. Any interested person may recommend the name changes to the County.

- B. When a person or historical event is recommended as the name for a park, site or facility, the County Administrator shall submit the following information regarding the proposed person or historical event:
1. The full name of said person, persons, group or event;
  2. The date of birth and the date of death, if applicable, of said person or persons;
  3. The residence of said person or persons, if appropriate, including street address, town and district, state or nation;
  4. The association, if any, of said person, persons, group or event, if appropriate, with the park site or facility to be named; and
  5. A brief biography of said person, persons, or group, or account of the historical event, if appropriate, including all other data relevant to the commemorative naming.
- C. Any recommendation for acceptance or erection of a permanent memorial shall include:
1. The full name or said person, persons, group or event;
  2. The date of birth and the date of death if applicable, of said person or persons;
  3. The residence of said person or persons, if appropriate, including street address, town and district, state or nation;
  4. The association, if any, of said person, persons, group or event, if appropriate, with the proposed location;
  5. A brief biography of said person, persons, or group, or account of the historical event, if appropriated, including all data relevant to the memorial; and
  6. Detailed information, such as size, shape type of material, any maintenance costs, and total costs, if appropriate.
- D. All naming or re-naming of County parks, sites or facilities shall be by resolution by the Board of Supervisors. Approval for the erection or placement of permanent memorials shall be by resolution, provided that an appropriate budget ordinance has been enacted where required.
- E. The Board of Supervisors may on its own motion designate a name for a new or existing park, site, facility or memorial, consistent with the requirements set forth herein, by adoption of an appropriate resolution.

The use of Official Names of Parks, Sites and Facilities.

Official names of parks, sites and facilities shall be used in County communications, maps, plans, documents, signs and any other communications.”

# Construction Cost Estimate

## Routes 7 and 50 Renaming

Project Number: CRCP 2021-XXXX

Prepared for:



Prepared by:



8401 Arlington Boulevard

Fairfax, VA 22031

DATE: February 2021

UTILIZING VDOT NOVA DISTRICT AVERAGES JULY 2018 THRU AUGUST 2020

ITEM	DESCRIPTION	UNITS	SPEC YEAR	SPECIFICATION	QUANTITY	UNIT PRICE	NOTE	TOTAL PRICE
	MOBILIZATION	LS			1.0	\$27,609		\$27,609.13
	HARRY BYRD SIGN REPLACEMENT	LS			1.0	\$52,251.25	ASSUMES 25% OF POSTS WILL NEED TO BE REPLACED	\$52,251.25
	JOHN MOSBY SIGN REPLACEMENT	LS			1.0	\$113,078.75	ASSUMES 25% OF POSTS WILL NEED TO BE REPLACED	\$113,078.75
	MOT	EA			113.0	\$1,000.00		\$113,000.00
	REMOVE EXIST. SIGN STRUCTURE	EA			18.0	\$500.00	ASSUMES 25% OF POSTS WILL NEED TO BE REPLACED	\$9,000.00
	NS REMOVE EXIST. SIGN PANEL	EA			113.0	\$125.00		\$14,125.00

**ROADWAY CONSTRUCTION SUBTOTAL**      **\$329,064.13**

CEI (17.5%)      \$57,586.22

CONTINGENCIES (40%)      \$131,625.65

CONTINGENCY FOR ADDITIONAL SIGNS LOCATED (10%)      \$32,906.41

**CONSTRUCTION TOTAL**      **\$551,182.41**

RIGHT OF WAY ACQUISITION      NOT ESTIMATED

WETLAND & STREAM IMPACT MITIGATION      NOT ESTIMATED

UTILITY RELOCATIONS      NOT ESTIMATED

**GRAND TOTAL**      **\$551,182**

# Construction Cost Estimate

## Routes 7 and 50 Renaming

Project Number: CRCP 2021-XXXX

Prepared for:



Prepared by:



8401 Arlington Boulevard

Fairfax, VA 22031

DATE: February 2021

UTILIZING VDOT NOVA DISTRICT AVERAGES JULY 2018 THRU AUGUST 2020

ITEM	DESCRIPTION	UNITS	SPEC YEAR	SPECIFICATION	QUANTITY	UNIT PRICE	NOTE	TOTAL PRICE
	MOBILIZATION	LS			1.0	\$270,760		\$270,760.00
	HARRY BYRD SIGN REPLACEMENT	LS			1.0	\$397,305.00		\$397,305.00
	JOHN MOSBY SIGN REPLACEMENT	LS			1.0	\$772,715.00		\$772,715.00
	MOT	EA			113.0	\$1,250.00		\$141,250.00
	REMOVE EXIST. SIGN STRUCTURE	EA			84.0	\$500.00		\$42,000.00
	REMOVE EXIST. SIGN PANEL	EA			113.0	\$250.00		\$28,250.00

**ROADWAY CONSTRUCTION SUBTOTAL \$1,652,280.00**

CEI (17.0%) \$280,887.60

CONTINGENCIES (40%) \$660,912.00

CONTINGENCY FOR ADDITIONAL SIGNS LOCATED (10%) \$165,228.00

**CONSTRUCTION TOTAL \$2,759,307.60**

RIGHT OF WAY ACQUISITION NOT ESTIMATED

WETLAND & STREAM IMPACT MITIGATION NOT ESTIMATED

UTILITY RELOCATIONS NOT ESTIMATED

**GRAND TOTAL \$2,759,308**