



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 # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

September 18, 2018

MOTION

Made By: Mr. Malbon, Seconded By: Mr. Johnsen
Action: Motion Carried, Unanimously

Title: Limited Access Control Changes (LACCs) Coliseum Drive Extension
City of Hampton

WHEREAS, on February 20, 1986, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the proposed location corridor for the proposed East-West Expressway from the intersection of Route 17/143 – Jefferson Avenue in Newport News to the intersection of Armistead Avenue in Hampton 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, on November 15, 1990, the State Highway Commission (Commission), predecessor to the Commonwealth Transportation Board (CTB), designated the East-West Expressway as the Hampton Roads Center Parkway due to a request from the City of Hampton and a Council resolution dated August 12, 1987; and

WHEREAS, on March 28, 2018, the City of Hampton passed an additional resolution calling for changes to the limited access line locations and limits due to a proposed northern extension of Coliseum Drive at the Hampton Roads Center Parkway; and

WHEREAS, the City of Hampton held a Design Public Hearing on Monday April 30, 2018, at City Hall located at 22 Lincoln Street, Hampton, Virginia 23669 beginning at 5:00 pm and ending at 7:00 pm for the purpose of considering the proposed Coliseum

Resolution of the Board
Proposed Limited Access Control Change (LACC)
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Drive Extension, State Highway Project U000-114-R01, P101, R201, C501, D622, UPC 108731("Project"); and

WHEREAS, the proposed Project provides for extending Coliseum Drive from Hampton Roads Center Parkway to Butler Farm Road with a four (4) lane roadway which will include a 10' wide shared use path on the west side of the roadway and a 5' sidewalk on the east side with curb and gutter along both sides of Coliseum Drive; and

WHEREAS, the extension of Coliseum Drive requires a break in the limited access line from Station 15+80.00 to Station 19+43.00 on the north side of Hampton Roads Center Parkway; and

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

WHEREAS, the Hampton Road District has reviewed and approved the traffic analysis report completed June 29, 2018 and found that it adequately addresses the impacts from the Project and the proposed change to the limited access controls; and

WHEREAS, the Project is in an attainment area for ozone and the project will not have an adverse impact on air quality based on a report by Kimley-Horn dated December 22, 2017; 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 economic, social and environmental effects of the proposed Project have been duly examined and given proper consideration and this evidence, along with all other, has been carefully reviewed; and

WHEREAS, the proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion was approved by the Federal Highway Administration on March 22, 2018; and

WHEREAS, the proposed Project is in the City of Hampton and is supported by a letter from the Director of Public Works dated June 13, 2018 and a resolution of the City Council dated March 28, 2018 requesting this LACC for the Project; and

WHEREAS, the Department has reviewed the requested change and determined that all requirements of 24 VAC 30-401-20 have been met.

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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 Hampton Roads Center Parkway continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as noted in this resolution.

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.

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CTB Decision Brief
Proposed Limited Access Control Changes (LACCs)
Coliseum Drive Extension
Project U000-114-R01, P101, R201, C501, D622;
UPC 108731
City of Hampton

Issues: The proposed State Highway Project U000-114-R01, P101, R201, C501, D622; UPC 108731 (“Coliseum Drive Extension” or “Project”), requested by the City of Hampton, extends Coliseum Drive from Hampton Roads Center Parkway to Butler Farm Road with a four (4) lane roadway. The extension of Coliseum Drive will require modifications to the existing limited access line for the Hampton Roads Center Parkway. This change requires the approval of the Commonwealth Transportation Board (“CTB”).

Facts:

- Limited Access Control for East-West Expressway was previously established by the State Highway Commission, predecessor to the CTB, on February 20, 1986 in conjunction with Location Approval for the proposed East-West Expressway from the intersection of Route 17/143 – Jefferson Avenue in Newport News to the intersection of Armistead Avenue in Hampton.
- November 15, 1990, the State Highway Commission (Commission), predecessor to the Commonwealth Transportation Board (CTB), designated the East-West Expressway as the Hampton Roads Center Parkway due to a request from the City of Hampton and a Council resolution dated August 12, 1987.
- On March 28, 2018, the City of Hampton passed an additional resolution calling for changes to the limited access line locations and limits due to a proposed northern extension of Coliseum Drive at the Hampton Roads Center Parkway.
- A Design Public Hearing was held on Wednesday April 30, 2018, between 5:00 pm and 7:00 pm at City Hall, 22 Lincoln Street, Hampton Virginia 23669 for the purpose of considering the proposed Coliseum Drive Extension.
- This project provides another north/south connection between Hampton Roads Center Parkway and Butler Farm Road to improve network connectivity and accessibility from the south, and alleviate traffic congestion on adjacent corridors by extending Coliseum Drive north with a four-lane roadway, which will include a 10’ wide shared use path on the west side of the roadway and a 5’ sidewalk on the east side with curb and gutter along both sides of Coliseum Drive, requiring a break in the limited access line from Station 15+80.00 to Station 19+43.00 on the north side of Hampton Roads Center Parkway.
- Proper notice of the Design Public Hearing was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed Project as presented, 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 has been carefully reviewed.

- The Hampton District has reviewed and approved the traffic analysis report on June 29, 2018 and found that it adequately addresses the impacts from the Project and the proposed change to the limited access controls.
- The proposed Project is in compliance with National Environmental Policy Act (NEPA) requirements and a Categorical Exclusion was approved by the Federal Highway Administration on March 22, 2018.
- This Project is located within an Attainment area and it was determined by an Air Study conducted December 22, 2017 by Kimley-Horn that the Project was not an air quality concern.
- The Chief Engineer has determined that the proposed change will not adversely affect the safety or operation of the highways.
- The proposed Project is in the City of Hampton and is supported by a letter from the Director of Public works dated June 13, 2018 and a resolution of the City Council dated March 28, 2018 requesting this LACC for the Project.
- The proposed LACC is in compliance with the policies 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, the Hampton Roads Center Parkway in Hampton continue to be designated as a Limited Access Highway with the limited access control 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 February 20, 1986.

Action Required by CTB: Virginia Code § 33.2-401 requires a majority vote of the CTB to approve the recommended LACC. The CTB will be presented with a resolution for a formal vote to approve the limited access control for the proposed project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACC.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to comply with the resolution, and the Coliseum Drive Extension Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were nineteen (19) persons who attended the meeting per the sign in sheets. A total of six (6) provided comments: four (4) oral and (2) written. The two (2) written comments were received by email. There were four (4) opposed and two (2) in favor of the project. One (1) included a letter of support.



June 13, 2018

Mr. Chris G. Hall, PE
District Engineer
VDOT Hampton Roads District
1700 North Main Street
Suffolk, Virginia 23434

Re: UPC 108731 – Coliseum Drive Extension A
Request for Limited Access Break on Hampton Roads Center Parkway

Dear Mr. Hall:

The City of Hampton, by Resolution approved by Council on March 28, 2018, requests that the CTB (Commonwealth of Transportation Board) approve a break of the existing limited access on the north side of Hampton Roads Center Parkway (HRCP) at Coliseum Drive to extend Coliseum Drive north of HRCP to Butler Farm Road as part of this project.

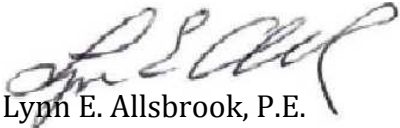
This road facility was formerly referred to as the East-West Expressway and was constructed in 1987 as an urban street with a limited access right of way when built by the Virginia Department of Transportation (VDOT) and has always been maintained by the City. The City has been receiving urban maintenance funds for this facility since 1995. Current proposed improvements include a new extension to the north at the intersection and modifications to existing signal timings. A traffic impact analysis (TIA) has been performed for this project and indicates a LOS X for build conditions. Please find the following documents enclosed if not on file with the Department:

- Approved City Council Resolution of Support (See attached)
- Copies of the 2 Notice of Public Hearings, advertised on 3/15/18 & 3/22/18
- Summary of all public comments received (See attached CC Mtg Minutes, page 4)
- Proposed plan for access break w/ limits & new/additional traffic engineering conditions (See attached Proposed Layout & LA Break Exhibit)
- Previous Plans showing Limited Access (See attached, dated 1/8/87)
- Global Traffic Analysis as well as review and approval by VDOT of this, the signal plan and/or any other new/additional traffic conditions related to the Limited Access OR an explanation as to why no GTA is needed. (See NEPA document on file)
- Approved Environmental Analysis (NEPA) (On File)

- Summary of the proposed change or break (See attached)

Should you have any questions or need additional information, please feel free to contact me at (757) 726-2930 or LAllsbrook@Hampton.gov.

Sincerely,



Lynn E. Allsbrook, P.E.
Director of Public Works

Enclosures

cc: John O. Yorks, P.E., City of Hampton, City Engineer
Angela C. Rico, E.I.T., City of Hampton, VDOT Projects Manager

COLISEUM DRIVE EXTENSION - SEGMENT A PROPOSED LAYOUT

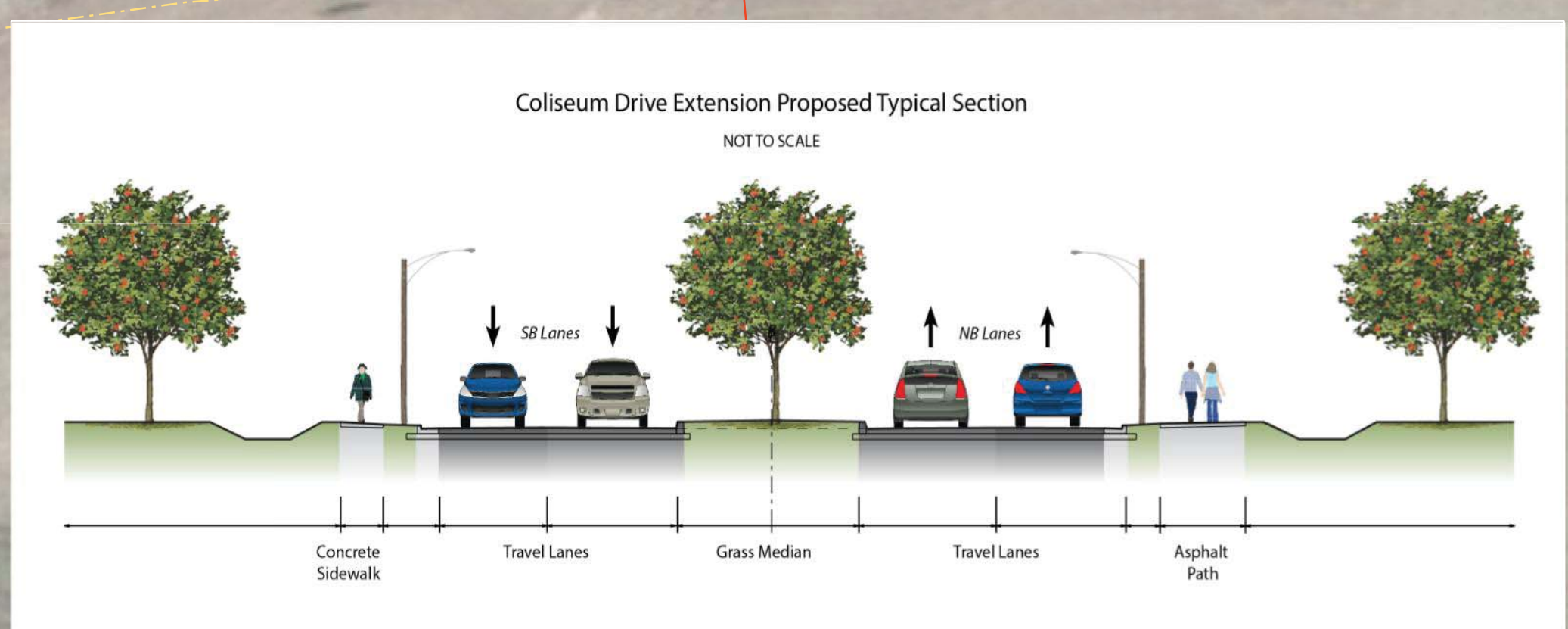
UPC 108731 | CITY PROJECT #: 17-001 | STATE PROJECT #: U000-114-R01 | FEDERAL AID PROJECT #: STP-5A03(825)

KEY

- EXIST. PROPERTY LINES/RIGHT OF WAY
- - - EXISTING EASEMENTS
- PROPOSED RIGHT OF WAY
- PROPOSED SIGNAL MAST ARM
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED GRASS AREA

SCALE: 0 50' 100'

PREPARED FOR
HAMPTON VA
 PREPARED BY
Kimley»Horn



Proposed Limited Access Break
 Sta: 15+80 Off: 100.2' LT

Proposed Limited Access Break
 Sta: 19+43 Off: 98.4' LT

Approximate Existing Limited Access Break

Approximate Existing Limited Access Break

363' Proposed Limited Access Break

COLISEUM DRIVE

HAMPTON ROADS CENTER PARKWAY

BUTLER FARM ROAD

CORBIN DRIVE

RENDON DRIVE

COLISEUM DRIVE EXTENSION

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION BOARD

Richmond, Virginia

February 20, 1986

The monthly meeting of the State Highway and Transportation Board was held in the Central Office in Richmond, Virginia, on February 20, 1986, at 10:00 a.m. The chairman, Mr. Ray D. Pethel, presided.

Present: Messrs. Pethel, Bacon, Davidson, Howlette, Humphreys, Malbon, Musselwhite, Quicke, Smalley, Smith and Mrs. Kinchloe.

Absent: Mr. Guiffre.

Mr. Paul A. Carreras, Jr., Engineer B in the Department's Bridge Division, was introduced to the Board. Mr. Carreras was the recipient of a monetary award of \$4,574.54 under the Employee Suggestion Program for his suggestion to reduce the gauge of steel in bridge slab approaches. Mr. William M. Colavita, Senior Management Analyst, in our Management Services Division and Coordinator of the ESP Program in the Department provided the Board with a summary of the suggestions and awards given to date under this program.

On motion of Mr. Quicke, seconded by Mr. Malbon, the minutes of the meetings of December 19, 1985 and January 16, 1986, were approved.

On motion of Mr. Quicke, seconded by Mr. Musselwhite, permits issued from January 16, 1986 to February 19, 1986, inclusive, as shown by the records of the Department were approved; Mr. Smith abstaining.

2-20-86

Motion was made by Mr. Quicke, seconded by Mr. Musselwhite, that cancellation of permits from January 16, 1986 to February 19, 1986, inclusive, as shown by the records of the Department, be approved. Motion carried, Mr. Smith abstaining.

Moved by Mr. Smith, seconded by Mr. Malbon, that the Board approve additions and abandonments to the Secondary System from January 16, 1986 to February 19, 1986, inclusive, as shown by the records of the Department. Motion carried.

Moved by Mr. Davidson, seconded by Mr. Bacon, that:

WHEREAS, Route 60 in Henrico County has been altered and reconstructed as shown on plans for Project 0095-043-105,C-503, C-505; and

WHEREAS, seven sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old and seven sections of the old road are no longer necessary for purposes of the State Highway System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.57 mile of old Route 60, shown in blue and designated as Sections 1, 3, 6 and 7 on the plat dated April 18, 1979, Project: 0095-043-105, C-503, C-505, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 2.76 miles of old Route 60, shown in yellow and designated as Sections 2, 4 and 5 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

Motion Carried.

Moved by Mr. Davidson, seconded by Mr. Bacon, that:

WHEREAS, Route 156 in Henrico County has been altered and reconstructed as shown on plans for Project: 0095-043-106, P-402; and

2-20-86

WHEREAS, the construction of Route 156 necessitates alterations on sections of Route 156, five sections of the old location of Route 156 is no longer necessary as a public road, the new road serving the same citizens as the old and five sections is no longer necessary for purposes of the State Highway System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-14B of the Code of Virginia of 1950, as amended, 0.31 mile of old location of Route 156, shown in blue and designated as Sections 1, 2 and 3 on the plat dated January 29, 1981, Project: 0095-043-106, P-402, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 1.11 miles of the old location of Route 156, shown in yellow and designated as Sections 4 and 5, on the plat dated January 29, 1981, and project referred to hereinabove, be discontinued as a part of the State Highway System.

Motion carried.

Moved by Mr. Davidson, seconded by Mr. Bacon, that:

WHEREAS, Route 157 in Henrico County has been altered and reconstructed as shown on plans for Project: 0250-043-104, C-502, C-505; and

WHEREAS, alterations on sections of Route 157, two sections of the old location is no longer necessary as a public road, the new road serving the same citizens as the old and two sections are no longer necessary for purposes of the State Highway System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-14B of the Code of Virginia of 1950, as amended, 0.04 mile of old location of Route 157, shown in blue and designated as Section 1 on the plat dated December 6, 1985, Project: 0250-043-104, C-502, C-505, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.20 mile of the old location of Route 157, shown in yellow and designated as Section 2 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

2-20-86

Motion carried.

Moved by Mr. Davidson, seconded by Mr. Bacon, that:

WHEREAS, Route 157 in Henrico County has been altered and reconstructed as shown on plans for Project: 0295-043-103, C-503; and

WHEREAS, two sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and two sections of the old road is no longer necessary for purposes of the State Highway System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.03 mile of the old location of Route 157, shown in blue and designated as Section 2, on the plat dated February 10, 1981, Project: 0295-043-103, C-503 be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.28 mile of the old location of Route 157 shown in yellow and designated as Section 1 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

Motion carried.

Moved by Mr. Davidson, seconded by Mr. Bacon, that:

WHEREAS, Route 215 in Prince William County has been altered and reconstructed as shown on plans for Project 130, and

WHEREAS, two sections of the old road is no longer necessary as a public road, the new road serving the same citizens as the old;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 1.00 mile of old location of Route 215, shown in blue and designated as Sections 1 and 2 on the plat dated January 29, 1986, Project 130, be abandoned as a part of the State Highway System.

Motion carried.

2-20-86

Moved by Mr. Smith, seconded by Mr. Humphreys, that:

WHEREAS, the State Highway and Transportation Board is authorized to make payments to cities and certain towns for street maintenance purposes; and

WHEREAS, the State Highway and Transportation Board has selected certain local streets within the corporate limits of the Town of Blacksburg for such payments; and

WHEREAS, under authority of Section 33.1-41.1 of the Code of Virginia of 1950, as amended, request is made by the Town of Blacksburg for such maintenance payments on local streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Blacksburg on additional streets, totaling 0.14 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1986, for quarterly payments due after July 1, 1986. The additional streets and mileage eligible for payments are described on the attached tabulation sheet numbered 1, dated December 6, 1985.

The local street additions, totaling 0.14 centerline mile, increase the total centerline mileage of local streets in the Town of Blacksburg from 76.53 miles to 76.67 miles of approved streets subject to maintenance payment.

Motion carried.

Moved by Mr. Smith, seconded by Mr. Humphreys, that:

WHEREAS, the State Highway and Transportation Board is authorized to make payments to cities and certain towns for street maintenance purposes; and

WHEREAS, the State Highway and Transportation Board has selected certain local streets within the corporate limits of the Town of Christiansburg for such payments; and

WHEREAS, under authority of Section 33.1-41.1 of the Code of Virginia of 1950, as amended, request is made by the Town of Christiansburg for maintenance payments on local streets meeting required standards;

REQUEST FOR STREET ADDITIONS OR IMPROVEMENTS
FOR MUNICIPAL ASSISTANCE PAYMENTS
Section 33.1-41.1
Code of Virginia

MUNICIPALITY Town of Blacksburg

STREET NAME - ROUTE NUMBER	FROM	TERMINI TO	R/W WIDTH (FEET)	PAVEMENT WIDTH (FEET)	CENTER- LINE MILES	NUMBER OF LANES	LANE MILES	FUNG. CLASS. (TPD USE ONLY)
Rt. 125, Univer- sity City Blvd.	Broce Drive -	Un-named Street South	50'	37	0.14	2	0.28	

*COUNCIL RESOLUTION & MAP ATTACHED

SIGNED [Signature] MUNICIPAL OFFICIAL DATE 12/9/86

SIGNED [Signature] RESIDENT ENGINEER DATE 12/9/86

CLASSIFIED BY TPD TPD ENGINEER DATE 1-27-86

2-20-86

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Christiansburg on additional streets, totaling 1.11 miles, and meeting required standards under the aforementioned section of the Code, effective January 1, 1986, for quarterly payments due after July 1, 1986. The additional streets and mileage eligible for payments are described on the attached tabulation sheet numbered 1, dated December 11, 1985.

The local street additions, totaling 1.11 centerline miles, increase the total centerline mileage of local streets in the Town of Christiansburg from 51.72 miles to 52.83 miles of approved streets subject to maintenance payment.

Motion carried.

Moved by Mr. Smith, seconded by Mr. Humphreys, that:

WHEREAS, the State Highway and Transportation Board is authorized to make payments to cities and certain towns for street maintenance purposes; and

WHEREAS, the State Highway and Transportation Board has selected certain local streets within the corporate limits of the Town of Grottoes for such payments; and

WHEREAS, under authority of Section 33.1-41.1 of the Code of Virginia of 1950, as amended, request is made by the Town of Grottoes for maintenance payments on local streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Grottoes on additional streets, totaling 1.38 miles, and meeting required standards under the aforementioned section of the Code, effective January 1, 1986, for quarterly payments due after July 1, 1986. The additional streets and mileage eligible for payments are described on the attached tabulation sheet 1, dated December 10, 1985.

The local street additions, totaling 1.38 centerline miles, increase the total centerline mileage of local streets in the Town of Grottoes from 12.69 miles to 14.07 miles of approved streets subject to maintenance payment.

Motion carried.

REQUEST FOR STREET ADDITIONS OR DELETIONS
 FOR MUNICIPAL ASSISTANCE PAYMENTS
 Section 33.1-41.1
 Code of Virginia

MUNICIPALITY TOWN OF CHRISTIANSBURG

STREET NAME ROUTE NUMBER #	FROM	TERMINI	FROM WIDTH (FEET)	PAVEMENT WIDTH (FEET)	CENTER LINE MILES	NUMBER OF LANES	LANE MILES	FURIC. CLASS. (FOR USE ONLY)
Hans Meadow Rd.	Depot St. -	Sherwood Dr.	50'	30'	.26	2	.70	
Sherwood Dr.	Hans Meadow Rd. -	West to end	50'	30'	.17	2	.34	
Flangy Court	Scott St. -	South to end	50'	30'	.04	2	.08	
Scott St.	Hans Meadow Subd. S.S. 1 -	West to end	50'	30'	.19	2	.38	
Lyle Lane	Reading Road -	Spauce St.	50'	30'	.09	2	.18	
Spauce St.	Lyle Lane - E. to	Blue Ridge Ct. Subd. II	50'	30'	.15	2	.30	
Teal St.	Roanoke St. -	Hannas St.	50'	30'	.07	2	.14	
Coaly St.	Roanoke St. -	North .05 miles	40'	20'	.05	2	.10	
							2.22	

*COUNCIL RESOLUTION & MAP ATTACHED

SIGNED *John E. Lindsey, Town Manager*
 MUNICIPAL OFFICIAL DATE 10-4-85
 By: *Gregory H. Damyfeld*

SIGNED *Michael Long* DATE 12-11-85
 RESIDENT ENGINEER
 CLASSIFIED BY SLR DATE 1-22-86
 TPO ENGINEER

2-20-86

Moved by Mr. Smith, seconded by Mr. Humphreys, that:

WHEREAS, the State Highway and Transportation Board is authorized to make payments to cities and certain towns for street maintenance purposes; and

WHEREAS, the State Highway and Transportation Board has selected certain local streets within the corporate limits of the City of Manassas for such payments; and

WHEREAS, under authority of Section 33.1-41.1 of the Code of Virginia of 1950, as amended, request is made by the City of Manassas for maintenance payments on local streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Manassas on additional roads, totaling 0.48 mile, and meeting required standards under the aforementioned section of the code, effective January 1, 1986, for quarterly payments due after July 1, 1986. The additional roads and mileage eligible for payments are described on the attached tabulation sheet numbered 1, dated October 28, 1985.

The local street additions, totaling 0.48 centerline mile, increase the total centerline mileage of local streets in the City of Manassas from 50.67 miles to 51.15 miles of approved streets subject to maintenance payment.

Motion carried.

Moved by Mr. Smith, seconded by Mr. Humphreys, that:

WHEREAS, the State Highway and Transportation Board is authorized to make payments to cities and certain towns for street maintenance purposes; and

WHEREAS, the State Highway and Transportation Board has selected certain local streets within the corporate limits of the City of Poquoson for such payments; and

WHEREAS, under authority of Section 33.1-41.1 of the Code of Virginia of 1950, as amended, request is made by the City of Poquoson for maintenance payments on local streets meeting required standards;

ADDITIONS/DELETIONS TO PRIMARY MAINTENANCE
AND/OR OTHER STREETS IN CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 1,500 UNDER
SECTIONS 33.1-61 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

NOTE: Indicate if Addition or Deletion
Indicate if Primary Extension or
"Other Streets"

MUNICIPALITY City of Manassas

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 0.4271 See page

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 0.8482 "2"

SUBMITTED BY THE CITY OR TOWN (Date 0/29/85) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date)

OTHER STREETS

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	C/L LENGTH MILES	PARKING PROHIBITED RT. LT. (Yes or No)	Lanes Requested	Lane Mileage	Total No. of Lanes
King Carter St.	16 + 09 Begin Section II New Britain	31 + 21 Q. Radius Pt. cul-de-sac	52'	36'	0.29 .2863	NO	2	0.58 .5726	2
Vicksburg La.	10 + 18 Intersection Kirby Street	13 + 16 Intersection King Carter St.	52'	36'	0.04 .0564	NO	2	0.12 .1128	2
Vicksburg La.	13 + 53 Intersection King Carter St.	14 + 83 Q. Radius Pt. cul-de-sac	52'	36'	0.02 .0246	NO	2	0.04 .0492	2
Kamlea Drive	10 + 18 Intersection Kirby Street	13 + 18 Intersection King Carter St.	52'	36'	0.06 .0568	NO	2	0.12 .1136	2

SIGNED DE. Oyle 1-27-86

VICINIST ENGINEER

See Reverse Side - Guidelines for Determining Lane Mileage Eligibility.

2-20-86

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Poquoson on additional streets, totaling 0.25 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1986, for quarterly payments due after July 1, 1986. The additional streets and mileage eligible for payments are described on the attached tabulation sheet numbered 1, dated October 10, 1985.

The local street additions, totaling 0.25 centerline mile, increase the total centerline mileage of local streets in the City of Poquoson from 40.40 miles to 40.65 miles of approved streets subject to maintenance payment.

Motion carried.

Moved by Mr. Smith, seconded by Mr. Humphreys, that:

WHEREAS, the State Highway and Transportation Board is authorized to make payments to cities and certain towns for street maintenance purposes; and

WHEREAS, the State Highway and Transportation Board has selected certain local streets within the corporate limits of the Town of Pulaski for such payments; and

WHEREAS, under authority of Section 33.1-41.1 of the Code of Virginia of 1950, as amended, request is made by the town of Pulaski for maintenance payments on local streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Pulaski on additional streets, totaling 0.16 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1986, for quarterly payments due after July 1, 1986. The additional streets and mileage eligible for payments are described on the attached tabulation sheet numbered 1, dated December 3, 1985.

The local street additions, totaling 0.16 centerline mile, increase the total centerline mileage of local streets in the Town of Pulaski from 44.31 miles to 44.47 miles of approved streets subject to maintenance payment.

Motion carried.

2-20-86

Moved by Mr. Davidson, seconded by Mrs. Kincheloe, that the Board approve bids received January 22, 1986, on the following INTERSTATE SYSTEM PROJECT and authorize execution of contracts by the Deputy Commissioner or Chief Engineer:

Job Des. 0436-85A0, Route I-295, Project 0095-020-101, G303, D615, D616, D617, D618, B607, B608, B609

From 0.565 Mi. S. Route 10 To 1.399 Mi. S. Chesterfield-Henrico County Line, Chesterfield County. Recommend award of contract in the amount of \$10,386,735.37 to low bidder, Barnhill Contracting Company & Subsidiaries, Tarboro, NC.

Motion carried.

Moved by Mr. Davidson, seconded by Mrs. Kincheloe, that the Board approve bids received January 28, 1986, on the following INTERSTATE SYSTEM PROJECT and authorize execution of contracts by the Deputy Commissioner or Chief Engineer:

Job Des. 0008-86A7, Project 0095-127-214, 9104; 0095-127-2835, SR06

Richmond-Petersburg Turnpike over James River, Railroads and City Streets, Structural Rehabilitation and Cathodic Protection of Sub-structure, City of Richmond. Recommend award of contract in the amount of \$6,985,288.00 to low bidder, Associated Marjon, Inc., Farmville, VA and Marjon Contracting Co., Inc., Ashland, VA.

Motion carried.

Moved by Mr. Humphreys, seconded by Dr. Howlette, that the Board approve bids received January 22, 1986, on the following PRIMARY SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer:

Job Des. 0386-85B8, Route 208, Project 0208-088-512, M501

From 0.146 Mi. North Int. Route 1401 To 0.138 Mi. South Int. Route 1401, Spotsylvania County. Recommend award of contract in the amount of \$66,567.10 to low bidder, General Paving Corporation, Manassas, VA.

2-20-86

Job Des. 0001-86A4, Project BR00-029-101, M501

Dulles Access Bus. Ramps at Metro's West Falls Church Station; 0.225 Miles 24' and Var. x Var. Depth Bit. Conc. Base Course and Bit. Top, Fairfax County. Recommend award of contract in the amount of \$307,320.00 to low bidder, Shirley Contracting Corporation, Lorton, VA.

Job Des. 0066-85D1, Route 29, Project 0029-029-1072, 1073, 1074, 1075

Various Locations, Widen 3 Bridges and Replace 1 Bridge with Triple Line Pipe, Fairfax County. Recommend award of contract in the amount of \$524,250.00 to low bidder, Associated Marjon, Inc., Farmville, VA and United Marjon, Inc., Ashland, VA.

Job Des. 0010-85A3, Route 460, Project 6460-015-104, B606, B607, B608, B617, B618

Int. Route 224 EBL Lynchburg Bypass; Int. Ramp "F" Exist. Route 460; 0.300 Mi. 16' x 6" Bit. Conc. Base Course, Bit. Top (Ramp H) & Bridges (6), Campbell County. Recommend award of contract in the amount of \$2,855,742.04 to low bidder, Pendleton Construction Corporation & Subsidiary, Wytheville, VA.

Motion carried.

Moved by Mr. Smalley, seconded by Dr. Howlette, that the Board approve bids received January 22, 1986, on the following URBAN SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer:

Job Des. 0435-85A1, Route 58, Project 0058-134-101, C502, B601

From 0.019 Mi. W. Witch Duck Road To 0.017 Mi. E. N. Rosemont Road, City of Virginia Beach. Recommend award of contract in the amount of \$17,355,574.22 to low bidder, Williams Corporation of Virginia, Norfolk, VA.

Job Des. 0002-86A3, Project U000-113-101, N501

From Main Street to 0.56 Mi. North Main Street, City of Galax. Recommend award of contract in the amount of \$85,459.60 to low bidder, H. D. Crowder and Sons, Inc., Hillsville, VA.

Motion carried.

2-20-86

Moved by Mr. Quicke, seconded by Mr. Davidson, that the Board approve bids received January 22, 1986, on the following SECONDARY SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer:

Job Des. 0013-86A0, Routes 613 and 614, Project 0613-020-234, M501

From 0.048 Mi. W. Int. Route 725 (Via Route 613) To 0.378 Mi. S. Int. Route 613 (Via Route 614), Chesterfield County. Recommend award of contract in the amount of \$304,181.30 to low bidder, William T. Curd, Jr., Chester, VA.

Job Des. 0015-86A8, Route 670, Project 0670-025-T08, N501

From 1.10 Mi. S. of N. Int. Route 661 to 1.45 Mi. S. of N. Int. Route 661, Dickenson County. Recommend award of contract in the amount of \$155,346.28 to low bidder, Edwin O'Dell & Company, Pulaski, VA.

Job Des. 0016-86A7, Route 674, Project 0674-039-140, N501

From Int. Route 604 to Dead End, Greene County. Recommend award of contract in the amount of \$345,325.70 to low bidder, Samuel James Construction, Inc., Reva, VA.

Job Des. 0028-86A3, Route 603, Project 0603-097-T76, N501

From Int. Route 23 To 0.35 Mi. N. Int. Route 23, Wise County. Recommend award of contract in the amount of \$123,620.00 to low bidder, W-L Construction & Paving, Inc., Chilhowie, VA.

Motion carried.

Moved by Mr. Quicke, seconded by Mr. Davidson, that the Board approve rejection of bids received January 22, 1986, on the following SECONDARY SYSTEM PROJECTS and authorize readvertisement.

Job Des. 0388-85B6, Route 604, Project 0604-059-119, M501, B604

Bridge and Approaches over Masons Mill Swamp, Middlesex County. Recommend rejection of bids and readvertisement of project, low bid over the estimate.

2-20-86

Job Des. 0392-8580, Route 636, Project 0636-036-121, C501

From 0.038 Mi. E. Int. 656 To 0.606 Mi. E. Int. 656, Gloucester County. Recommend rejection of bids and readvertisement of project, low bid over the estimate.

Motion carried.

Moved by Mr. Bacon, seconded by Mr. Davidson, that the Board approve bids received January 28, 1986, on the following BITUMINIOUS SURFACE TREATMENT PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer:

S. T. Schedule Alt. Bid 1 (C-41-86, C-42-86, C-43-86)

Various Locations, Richmond District. Recommend award of contract in the amount of \$1,640,885.94 to low bidder, B. P. Short & Son Paving Co., Inc., Petersburg, VA.

S. T. Schedule Alt. 1 & 2 (C-21-86, C-25-86, C-26-86, C-22-86, C-23-86)

Various Locations, Salem District. Recommend award of contract in the amount of \$2,137,632.92 to low bidder, Adams Construction Co., Roanoke, VA.

S. T. Schedule Alt. Bid 2 (C-44-86, C-45-86, C-46-86)

Various Locations, Richmond District. Recommend award of contract in the amount of \$1,285,532.07 to low bidder, Whitehurst Paving Company, Inc., Richmond, VA.

S. T. Schedule Alt. 2 (C-61-86, C-64-86)

Various Locations, Fredericksburg District. Recommend award of contract in the amount of \$844,273.51 to low bidder, Whitehurst Paving Co., Inc., Richmond, VA.

S. T. Schedule Alt. 1 (C-62-86 and C-63-86)

Various Locations, Fredericksburg District. Recommend award of contract in the amount of \$793,691.80 to low bidder, Paving Contractors, Inc., Village, VA.

S. T. Schedule Alt. 1 & 2 (C-81-86, C-82-86, C-83-86, C-84-86, C-85-86)

Various Locations, Staunton District. Recommend award of contract in the amount of \$1,378,284.45 to low bidder, Whitehurst Paving Co., Inc., Richmond, VA.

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Motion carried.

2-20-86

Moved by Mr. Bacon, seconded by Mr. Davidson, that the Board approve bids received January 14, 1986, on the following BITUMINOUS SURFACE TREATMENT PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer:

Project C-A1-86

Various locations, districtwide furnishing, delivering and application of bituminous surface treatment, Northern Virginia District. Recommend award of contract in the amount of \$561,585.60 to low bidder, Whitehurst Paving Company, Inc., Richmond, VA.

S. T. Schedule Alt. 1 & 2 (C-11-86, C-12-86, C-13-86, C-15-86, C-16-86, C-17-86)

Various locations, districtwide furnishing, delivering and application of bituminous surface treatment, Bristol District. Recommend award of contract in the amount of \$1,621,312.84 to low bidder, W-L Construction & Paving, Inc., Chilhowie, VA.

S. T. Schedule Alt. 1 & 2 (C-31-86, C-32-86, C-33-86, C-34-86 & C-35-86)

Various locations, districtwide furnishing, delivering and application of bituminous surface treatment, Lynchburg District. Recommend award of contract in the amount of \$2,868,435.01 to low bidder, Whitehurst Paving Company, Inc., Richmond, VA.

S. T. Schedule Alt. 1-86 (C-51-86 & C-53-86)

Various locations, districtwide furnishing, delivering and application of bituminous surface treatment, Suffolk District. Recommend award of contract in the amount of \$826,395.53 to low bidder, Whitehurst Paving Company, Inc., Richmond, VA.

S. T. Schedule Alt. 2-86 (C-52-86, C-54-86 & C-55-86)

Various locations, districtwide furnishing, delivering and application of bituminous surface treatment, Suffolk District. Recommend award of contract in the amount of \$1,464,339.90 to low bidder, B. P. Short & Son Paving Company, Inc., Petersburg, VA.

2-20-86

S. T. Schedule Alt. 1-86 (C-71-86 & C-72-86)

Various locations, districtwide furnishing, delivering and application of bituminous surface treatment, Culpeper District. Recommend award of contract in the amount of \$626,603.82 to low bidder, Payne Paving Company, Inc., Scottsville, VA.

S. T. Schedule Alt. 2-86 (C-73-86 and C-74-86)

Various locations, districtwide furnishing, delivering and application of bituminous surface treatment, Culpeper District. Recommend award of contract in the amount of \$653,292.38 to low bidder, Whitehurst Paving Company, Inc., Richmond, VA.

Motion carried.

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from the Virginia Polytechnic Institute and State University, Blacksburg, Virginia, to develop and present for adoption by the Department of Highways and Transportation rules and regulations including operating requirements for the transportation of hazardous materials through tunnels, on bridges and on ferries in form and content consistent with the State of Virginia's regulations and in conformance with D.O.T. regulations, or identified in the Code of Federal Regulations (Title 49), and

WHEREAS, the desirability of assessing current regulations, identifying locations and developing a single manual which is compatible with existing Federal regulations and provides for reasonable regulations and control in areas where Federal regulations do not exist, are of the utmost importance to the Department's ability to maintain regulations that are compliable, enforceable and provide the desired levels of highway safety, and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Agreement for Contractual Services,

2-20-86

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of an Agreement with Virginia Polytechnic Institute and State University for a maximum total compensation not exceeding \$229,392.

Motion carried.

Moved by Mrs. Kincheloe, seconded by Mr. Smalley, that the following guidelines for considering requests for restricting through trucks on secondary highways be adopted.

Section 46.1-171.2 of the Code of Virginia provides: "The State Highway and Transportation Board (formerly Commission) in response to a formal request by a local governing body, after said body has held public hearings, may, after due notice and a proper hearing, prohibit or restrict the use by through traffic of any part of a secondary highway if a reasonable alternate route is provided, except in cities and any town which maintains its own streets, or any county which owns, operates and maintains its own system of roads and streets, by any truck or truck and trailer or semitrailer combination, except a pickup or panel truck, as may be necessary to promote the health, safety and welfare of the citizens of the Commonwealth. Nothing herein shall affect the validity of any city charter provision or city ordinance heretofore adopted."

To conform to requirements of the Code, the local governing body must hold a public hearing and make a formal request of the Department. To insure that all concerned have an opportunity to provide input concerning the proposed restriction and alternate route, the following must be adhered to:

- (A) The public notices for the hearing must include a description of the proposed through truck restriction and the alternate route with the same termini. A copy of the notices must be provided.
- (B) A legal hearing must be held by the local governing body and a transcript of the hearing must be provided with the resolution.
- (C) The resolution must describe the proposed through truck restriction and a description of the alternate, including termini.

2-20-86

- (D) the governing body must include in the resolution that it will use its good offices for enforcement of the proposed restriction by the appropriate local law enforcement agency.

Failure to comply with (A), (B), (C) and (D) will result in the request being returned. It is the philosophy of the Highway and Transportation Board that all vehicles should have access to the roads on which they are legally entitled to travel. Travel by any class of vehicle should be restricted only upon demonstration that it will promote the health, safety and welfare of the citizens of the Commonwealth. Following that philosophy, the Virginia Department of Highways and Transportation and the Highway and Transportation Board will consider the following criteria in reviewing a legally requested through truck restriction:

- (1) A reasonable alternate route must be provided. To be considered "reasonable", the alternate route must be at least comparable to the travel portion (parking lanes excluded) of the route proposed for restriction in terms of roadway structure and geometrics. The impact on the alternate route, or routes, should be analyzed. If alternate route is a Secondary route and must be upgraded, funds must be provided by the county secondary construction funds. The termini of the proposed restriction and the alternate must be identical.
- (2) The road requested for restriction must be functionally classified as "Local".
- (3) The number of trucks on the route proposed for restriction must be greater than 5% of the total traffic.
- (4) The accident history indicates that trucks are negatively impacting safety on the route requested for restriction.
- (5) There must be at least 12 dwellings per 1000' on the road in question.

Failure to satisfy at least three (3) of the five (5) criteria will normally result in the rejection of the requested restriction.

Motion carried.

2-20-86

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

WHEREAS, in accordance with provisions of Section 33.1-12 of the Code of Virginia, that State Highway and Transportation Board may make rules and regulations, from time to time not in conflict with the laws of this State, for the protection of and concerning traffic on and the use of systems of State highways and to add to, amend or repeal the same; and

WHEREAS, the Department of Highways and Transportation has conducted a comprehensive assessment of the truck lane restriction for the Virginia segment of the Capital Beltway which identified no significant adverse impact on safety or operational efficiency; and

WHEREAS, the State Highway and Transportation Board implemented a truck lane restriction on December 1, 1984, and assessed the efficiency of this action for a twelve-month period; and

WHEREAS, the State of Maryland did initiate a truck restriction on the Capital Beltway at this same time from the Woodrow Wilson Bridge to Route 97 (Georgia Avenue), and will continue this restriction; and

WHEREAS, the study conducted by the Department of Highways and Transportation indicated that although the total number of accidents remained constant, the total accident severity was reduced by 20 percent and the overall accident rate declined slightly;

NOW, THEREFORE, BE IT RESOLVED, that trucks shall continue to be restricted through February 28, 1987, from the lane adjacent to the median in each direction on the Route 95 section of the Capital Beltway between the Route 95/395/495 interchange and the three-lane section terminating west of the Woodrow Wilson Bridge, in accordance with Section 33.1-12, and defining heavy-duty trucks as two-axle, six tires (four tires on rear axle) and larger.

Motion carried.

The Department's study of the truck lane restriction for the Virginia segment of the Capital Beltway will be continued for one year and the results of this study reported to the Board.

2-20-86

Following presentation by Mr. J. T. Warren, Director of Operations, on motion of Mr. Malbon, seconded by Mr. Humphreys, the Board adopted the operating and maintenance budget for the Elizabeth River Tunnels for the period February 1, 1986, through August 31, 1986, as attached.

Motion carried.

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

WHEREAS, the Virginia Highway and Transportation Board (then Commission) on July 1, 1978, implemented a main line commutation toll rate on the Virginia Beach - Norfolk Expressway for passenger vehicles in accordance with Article V, Section 507 of the Trust Indenture dated July 1, 1965, and in accordance with all other applicable terms and covenants of the Trust Indenture; and

WHEREAS, the Virginia Department of Highways and Transportation has been requested by the Tidewater Transportation District Commission to afford the same privilege to Tidewater Regional Transit vehicles; and

WHEREAS, this request is consistent with the purposes of the previous action of the Board, the establishment of HOV lanes on this facility and the Department's public commitment to relieve overcrowded facilities through the use of public transit;

NOW, THEREFORE, BE IT RESOLVED, a main line commutation toll rate of \$0.15 for all Tidewater Regional Transit vehicles plainly marked as such be implemented on July 1, 1986, subject to the same terms and conditions of the previous action of the Board in implementing the main line commutation toll rate for passenger vehicles.

Motion carried.

VIRGINIA DEPARTMENT OF HIGHWAYS & TRANSPORTATION
 ELIZABETH RIVER TUNNELS
 BUDGET OF CURRENT EXPENSES
 PERIOD FEBRUARY 1, 1986 - AUGUST 31, 1986

	<u>2/1/85 to</u> <u>8/31/85</u>	<u>2/1/86 to</u> <u>8/31/86</u>	
GENERAL ADMINISTRATION (Downtown Tunnel)	\$63,720	\$57,880	(9.17%)
OPERATION (Downtown Tunnel)			
<u>Accounting and Toll Audit</u>	70,835	76,050	+7.36%
<u>Toll Supervision - Collection -Police</u>	611,520	708,640	+15.88%
MAINTENANCE (Downtown Tunnel)			
<u>Toll Equipment Maintenance</u>	16,005	15,455	(3.44%)
<u>Roadways, Structures & Bldg. Maint.</u>	190,140	194,955	+2.53%
<u>Berkley Bridge</u>	54,590	62,670	+14.80%
<u>Tunnel and Vent Building</u>	174,315	193,080	+10.76%
<u>Radio System</u>	1,015	1,015	
OPERATION (Midtown Tunnel)			
<u>Toll Supervision - Collection - Police</u>	528,575	582,610	+10.22%
MAINTENANCE (Midtown Tunnel)			
<u>Toll Equipment Maintenance</u>	15,655	14,565	(6.96%)
<u>Roadways, Structures & Bldg. Maint.</u>	175,615	195,150	+11.12%
<u>Tunnel & Vent Building</u>	145,430	148,730	+2.27%
<u>Radio System</u>	1,015	1,015	
OTHER COST			
<u>Service by Others</u>	227,270	202,420	(10.93%)
<u>Miscellaneous</u>	417,635	453,485	+8.58%
Total Administration, Operation Maintenance and Other Costs	\$2,693,335	\$2,907,720	+7.96%

2-20-86

Moved by Mr. Malbon, seconded by Dr. Howlette, that:

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location and Design Public Hearing was held in the Poquoson Elementary School in Poquoson, Virginia, on November 7, 1985, at 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 172 (Wythe Creek Road) from 0.29 mile south of Alphas Street to 0.13 mile north of Hudgins Road, in the City of Poquoson, State Project 0172-147-104, C-502; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with the addition of right turn lanes from Little Florida Road onto Route 172 (Wythe Creek Road).

Motion carried.

Moved by Mr. Malbon, seconded by Mr. Davidson, that:

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location and Design Public Hearing was held in the Central Middle School in Accomack County, on December 5, 1985, at 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 182 for a bridge and approaches over the Machipongo River in Accomack County, State Project 0182-001-102, C-501, B-601; Federal Project BR-RS-1604(); and

2-20-86

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers.

Motion carried.

Moved by Mr. Davidson, seconded by Mr. Smalley, that:

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location and Design Public Hearing was held in the Hot Springs Fire Department located on Route 615, 0.2 mile west of Route 220, in Bath County, on December 11, 1985, at 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 615 from 0.20 mile west of Route 220 to 1.56 miles west of Route 220 in Bath County, State Project 0615-008-127, C-502; Federal Project RS-947(); and

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

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

2-20-86

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers.

Motion carried.

Moved by Mr. Malbon, seconded by Mr. Humphreys, that action be taken on the proposed location and design features of Route 704, Project 0704-046-204, M-502, Isle of Wight County. After discussion, a substitute motion was moved by Mr. Quicke, seconded by Mr. Davidson, that action on this item be deferred until the March meeting.

Motion carried.

Moved by Mr. Smith, seconded by Mrs. Kincheloe, that:

WHEREAS, as a result of proposals by the Cannon Ridge-Crystal Springs and Buckner Forest Civic organizations in Fairfax County, the Federal Highway Administration did not grant approval to a portion of the proposed Springfield Bypass until the alternative proposed by the civic organizations is examined and evaluated; and

WHEREAS, the Department has considered this proposed alternative as a viable location corridor and objectively compared the alternative to the original Alignment "A";

NOW, THEREFORE, BE IT RESOLVED, that the approval of the location corridor for Alignment "A" of the proposed Springfield Bypass between Interstate 66 and Braddock Road be rescinded.

Motion carried.

Moved by Mr. Smith, seconded by Mrs. Kincheloe that action be taken on the proposed location corridor for the proposed Springfield Bypass, Project R000-029-249, PE-101. After discussion, a substitute motion was made by Mr. Smith, seconded by Mr. Bacon, that action on this proposed location corridor be deferred until the March meeting.

Motion carried.

2-20-86

Because action on the proposed new location corridor was deferred until the March meeting, motion was made by Mr. Humphreys, seconded by Mr. Smith, that the original Alignment "A" of the proposed Springfield Bypass between Interstate 66 and Braddock Road, just rescinded, be reestablished.

Motions carried.

Moved by Mr. Malbon, seconded by Mr. Bacon, that:

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location Public Hearing was held in the Bethel High School, Hampton, Virginia, on January 16, 1980, at 7:00 p.m., for the purpose of considering the location corridor for the proposed East-West Expressway from the intersection of Jefferson Avenue - Route 17/143 and Harpersville Road in the City of Newport News to Little Back River Road in the City of Hampton, State Project U000-114-102, PE-101; Federal Project M-5122(1); and

WHEREAS, the location of this project was approved on December 17, 1981, in accordance with the plan alignment for Line A-C-A as proposed between Jefferson Avenue in the City of Newport News and Little Back River Road in the City of Hampton; and

WHEREAS, as a result of opposition to a segment of the approved alignment based on adverse environmental and social impacts, the Department deleted from further study the segment between Armistead Avenue and Little Back River Road; and

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location Public Hearing was held in the Bethel High School, Hampton, Virginia, on October 7, 1985, at 7:00 p.m., for the purpose of considering the proposed location corridor for the proposed East-West Expressway from the intersection of Route 17/143 - Jefferson Avenue in Newport News to the intersection of Armistead Avenue in Hampton, State Project U000-114-102, PE-101, C-501, C-502 and 0064-114-105, C-501; Federal Project M-5122(1) and IR-64-3(246); and

2-20-86

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Design Public Hearing was held in the Bethel High School, Hampton, Virginia, on October 7, 1985, at 7:00 p.m., for the purpose of considering the proposed major design features of the proposed East-West Expressway from Big Bethel Road to Armistead Avenue in the City of Hampton, State Project U000-114-102, PE-101, C-501, C-502 and 0064-114-105, C-501; Federal Project M-5122(1) and IR-64-3(246); and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location corridor approval of this project from Jefferson Avenue in the City of Newport News to Armistead Avenue in Hampton described as plan alignment Line A-C-A at the January 16, 1980, Public Hearing and as the Preferred Alternative at the October 7, 1985, Public Hearing be reaffirmed; and

BE IT FURTHER RESOLVED, that the location corridor approval of this project from Armistead Avenue to Little Back River Road in the City of Hampton be rescinded; and

BE IT FURTHER RESOLVED, that the major design features of this project from Big Bethel Road to Armistead Avenue be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's Engineers with modifications to improve traffic movements to properties near Big Bethel Road; and

BE IT FURTHER RESOLVED, that this project from Big Bethel Road to Armistead Avenue be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with State Highway and Transportation Board Policy.

Motion carried.

2-20-86

Moved by Mr. Malbon, seconded by Mr. Quicke, that:

WHEREAS, in accordance with Department Policy, Supplemental Agreement No. 1 to the Initial Agreement dated October 17, 1985, for Environmental Monitoring Services Related to the Dredging Activities on I-664 has been received from Old Dominion University. This work is identified as: I-664, Project 0664-121-102, C-501; and

WHEREAS, the highly specialized nature of the environmental work and the scheduled time for completing this type of environmental monitoring requires augmentation of the Department's environmental staff; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Supplemental Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of a Supplemental Agreement with Old Dominion University which establishes a new maximum total compensation not to exceed \$1,537,669.

Motion carried.

Moved by Mr. Malbon, seconded by Mr. Davidson, that:

WHEREAS, in accordance with Department Policy, a firm proposal has been received from the consulting firm of Post, Buckley, Schuh & Jernigan, Inc. for Inspection, Rehabilitation and Widening Plans, Specifications, Estimates and Construction Services for a moveable span bridge identified as: Project 7013-131-103, PE-101, B-615 - Route 13 over Southern Branch Elizabeth River; and

WHEREAS, we do not have the organization in the Bridge Division necessary to prepare these plans without seriously jeopardizing other scheduled work that is just as important as this project; and

WHEREAS, compensation for the agreed upon services is on the basis of cost plus a net fee; and

2-20-86

WHEREAS, careful consideration has been made of the required services and just compensation for same as established and set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Board authorize the execution of a Memorandum of Agreement with the firm of Post, Buckley, Schuh & Jernigan, Inc. which establishes a maximum total compensation not to exceed \$303,495.00 which includes a net fee of \$29,187.00.

Motion carried.

Moved by Dr. Howlette, seconded by Mr. Malbon, that:

WHEREAS, in accordance with Department Policy, an agreement for Phase III archaeological studies on Route 288 has been received from James Madison University. This work is identified as: Route 288, Project 0288-020-102, PE-101; and

WHEREAS, the highly specialized nature of the archaeological work, the extensive manpower requirements associated with the work and the time schedule for completing this study requires augmentation of the Department's environmental staff; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of an agreement with James Madison University which establishes a maximum total compensation not to exceed \$1,053,897.

Motion carried.

Moved by Mr. Smith, seconded by Mr. Davidson, that:

WHEREAS, in conjunction with the planned development of the Center of Innovative Technology on certain land lying east of Sully Road (Route 28) and north of the Dulles Toll Road, an agreement is proposed for the construction of a temporary at-grade intersection to tie in the entrance to the Center for Innovative Technology with Sully Road on the east side; and

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WHEREAS, the Center of Innovative Technology and others are willing to undertake the construction of such further extension of the entrance to the Center of Innovative Technology, at their sole cost and expense, from the Commonwealth of Virginia's east right of way line, a point 55' east of Sully Road's centerline, as conveyed by the Federal Aviation Administration to the Commonwealth by deed dated April 4, 1977; and

WHEREAS, the Virginia Department of Highways and Transportation will construct the entrance within its right of way limits along with the necessary crossover, turning lanes and traffic signal, etc., at the expense of the Department of Highways and Transportation; and

WHEREAS, it is mutually agreed by the Center of Innovative Technology and the Virginia Department of Highways and Transportation that the proposed temporary at-grade intersection and temporary break in the limited access line at Sully Road is in the best interest of the Commonwealth of Virginia; and

WHEREAS, the State Highway and Transportation Commissioner has recommended that an agreement be signed by the participating parties confirming this understanding;

NOW, THEREFORE, BE IT RESOLVED, that the temporary break in limited access at the entrance to the Center of Innovative Technology is approved and the State Highway and Transportation Commissioner is hereby authorized to sign an agreement (to include supplementary plats denoting location and design) on behalf of the Commonwealth as evidence of the endorsement.

Motion carried.

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Moved by Mr. Humphreys, seconded by Mr. Smalley,

that

WHEREAS, in connection with Prices Fork Road, State Highway Project U000-150-102, RW-201, the Commonwealth acquired certain lands from Doris W. Shannon by instrument dated February 28, 1978, case for which has been concluded, recorded in Deed Book 395, Page 621 in the Office of the Clerk of the Circuit Court of Montgomery County; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that the excess land, so acquired, lying adjacent to his property be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the lands containing 1,105 square feet, more or less, and lying northwest of and adjacent to the northwest normal right of way limits of Prices Fork Road, from a point approximately 45.5 feet opposite approximate Station 96+38 (construction centerline) to a point approximately 47 feet opposite approximate Station 96+82 (construction centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the lands, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Smalley,

that

WHEREAS, in connection with Route 3 (formerly Route 200), State Highway Project 1296E, the Commonwealth acquired certain lands from R. A. Blake and Madeline S. Blake by deed dated November 10, 1947, recorded in Deed Book 61, Page 126 and from R. J. Blake and Minnie Lee Blake by deed dated November 6, 1947, recorded

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in Deed Book 60, Page 445. Both deeds are recorded in the Office of the Clerk of the Circuit Court of Middlesex County; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that certain excess land, so acquired, be conveyed; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 0.10 acre, more or less, and lying south of and adjacent to the south normal right of way limits of Route 200, from a point approximately 55 feet opposite approximate Station 107+00 (Route 200 centerline) to a point approximately 55 feet opposite approximate Station 111+55 (Route 200 centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the lands, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Smalley,

that

WHEREAS, in connection with Route 37, State Highway Project 6037-034-101, RW-202, the Commonwealth acquired certain lands from Mary Gail Gather Fraula, et al, by instrument dated January 30, 1967, recorded in Deed Book 330, Page 476 in the Office of the Clerk of the Circuit Court of Frederick County; and

WHEREAS, the adjoining landowner has requested that the Commonwealth convey to him the excess land lying west of the proposed right of way and limited access line of Route 37 so that he may more fully enhance his property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing the excess land containing 0.31 acre, more or less, and lying west of the east proposed right of way and limited access line of Route 37, from a point approximately

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54 feet opposite approximate Station 65+35 (Route 522 MBL centerline) to a point approximately 50 feet opposite approximate Station 13+50 (Ramp A centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same to the adjacent landowner of record, for a consideration acceptable to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Smalley,

that

WHEREAS, in connection with Route 460, State Highway Project 0460-013-101, RN-207, the Commonwealth acquired certain lands from Jennie F. Deskins, Estate, by instrument dated April 26, 1966, case for which has been concluded, recorded in Deed Book 173, Page 199; and from Georgia-Pacific Corporation, et al, by deed dated October 20, 1966, recorded in Deed Book 176, Page 505. These instruments are recorded in the Office of the Clerk of the Circuit Court of Buchanan County; and

WHEREAS, the adjoining landowner of record wishes to acquire a strip of land lying north of the north normal right of way limits of Route 460 so that the adjoining property may be further enhanced; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 0.81 acre, more or less, and lying north of the north right of way limits of Route 460, from a point approximately 58 feet opposite approximate Station 785+85 (Route 460 office revised centerline) to a point approximately 58 feet opposite approximate Station 802+00 (Route 460 office revised centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said lands, so certified, in accordance with the provisions of Section 33.1-149 of the

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Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Smalley,

that

WHEREAS, in connection with Route 13, State Highway Project 1675-03, the Commonwealth acquired certain lands from Colonial Oil Company, Incorporated by deed dated August 22, 1951, recorded in Deed Book 292, Page 117; and from Daisy E. B. Middleton and M. L. Middleton by deed dated February 14, 1951, recorded in Deed Book 283, Page 327; and from Melvin L. Middleton, Jr. and Margaret E. Middleton by deed dated February 27, 1951, recorded in Deed Book 283, Page 328; and in connection with State Highway Project 1140-A, the Commonwealth acquired certain lands from Daisy E. B. Middleton and M. L. Middleton by deed dated January 30, 1937, recorded in Deed Book 187, Page 259; and from David Benson Thatch and Florence O. Thatch by deed dated October 29, 1936, recorded in Deed Book 185, Page 586; and in connection with State Highway Project 574-C, the Commonwealth acquired certain lands from Diamondale Springs Corporation by deed dated February 20, 1930, recorded in Deed Book 161, Page 77. These instruments are recorded in the Office of the Clerk of the Circuit Court of the City of Virginia Beach (formerly Princess Anne County); and

WHEREAS, Route 166 in the City of Virginia Beach was altered and reconstructed as shown on the plans for State Highway Project 0166-075-101, RW-201; and

WHEREAS, the abandonment of the old location was confirmed by the State Highway Commission on October 24, 1984, from the new location at Station 16+50 easterly 0.06 mile to Station 19+90; and

WHEREAS, it is proposed that the lands, so acquired, be conveyed to the adjacent landowners of record; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the lands containing 0.410 acre,

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more or less, and lying east of the east normal right of way limits of Route 166, from a point approximately 50 feet opposite approximate Station 16+40 (Route 166 centerline, Project 0166-075-101, RW-201) to a point approximately 65 feet opposite approximate Station 20+10 (Route 166 centerline, Project 0166-075-101, RW-201) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the lands, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Smalley

that

WHEREAS, in connection with Route 600, State Highway Project 0600-016-141, C-502, the Commonwealth acquired certain lands from Hubert H. Shelley and Doris R. Shelley by instrument dated September 24, 1981, case for which has been concluded, recorded in Deed Book 265, Page 609 in the Office of the Clerk of the Circuit Court of Caroline County; and

WHEREAS, under Project 0600-016-141, C-502, Route 600 was relocated in a northern direction serving the same citizens as before and has been approved by the State Highway and Transportation Commission; and

WHEREAS, at a meeting of the Board of Supervisors of Caroline County held on the 25th day of July, 1984, a resolution was passed abandoning old Route 600 from opposite Station 269+80 to opposite Station 276+60 for a distance of 0.08 mile, effective September 14, 1984; and

WHEREAS, in order to more fully develop the property, the owners of the adjacent lands have requested that the excess right of way, so acquired, be conveyed to them; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the right of way comprising approximately

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0.42 acre, more or less, and lying south of the south normal right of way limits of Route 600, from a point approximately 30 feet opposite approximate Station 272+20 (Route 600 centerline) to a point approximately 40 feet opposite approximate Station 276+10 (Route 600 centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the Secondary System of State Highways.

NOW, THEREFORE, the conveyance of the said parcels of land, so certified, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth deeds without warranty conveying same to the adjoining landowners of record for considerations satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Smalley,

that

WHEREAS, in connection with Route 44, State Highway Project 0044-134-101, RW-201, the Commonwealth acquired certain lands, portions of which lie outside the normal right of way limits, from N. E. Sledd by instrument dated August 17, 1964, recorded in Deed Book 861, Page 589; and in connection with State Highway Project 0044-134-101, RW-207, the Commonwealth acquired certain lands from Frances H. Lupton and Walton W. Lupton by deed dated August 20, 1974, recorded in Deed Book 1445, Page 590. These instruments are recorded in the Office of the Clerk of the Circuit Court of the City of Virginia Beach; and

WHEREAS, the City of Virginia Beach has requested that permanent easements to improve drainage along Route 44 be conveyed to it; and

WHEREAS, the improved drainage easements will benefit both the City and the Department; and

WHEREAS, the State Highway and Transportation Commissioner has certified to the Board that he deems it expedient to convey to the City of Virginia Beach such easements.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the State

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Highway and Transportation Commissioner is hereby authorized to execute a deed, without warranty, in the name of the Commonwealth conveying permanent easements to the City of Virginia Beach for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Smalley,

that

WHEREAS, in connection with Route 164, State Highway Project 0164-124-102, RW-201, the Commonwealth acquired certain lands from Tidewater Diversified Assets, Incorporated by deed dated July 23, 1981, recorded in Deed Book 813, Page 285 in the Office of the Clerk of the Circuit Court of the City of Portsmouth; and

WHEREAS, it is proposed that a portion of the lands so acquired which lies outside the normal right of way requirements be conveyed to the adjacent landowner, Mr. William S. Wilkins, with whom we are negotiating on Project 0164-124-102, RW-203; and

WHEREAS, this conveyance will provide Mr. Wilkins with sufficient remaining land on which to accommodate a building currently located within the right of way limits which, otherwise, will be demolished; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 0.078 acre, more or less, and lying southwest of and adjacent to the southwest proposed right of way and limited access line of Route 164, from a point approximately 115 feet opposite approximate Station 249+92 (Route 164 proposed EBL centerline) to a point approximately 130 feet opposite approximate Station 251+79 (Route 164 proposed EBL centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same without warranty to the adjacent landowner of record for a consideration

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Moved by Mr. Quicke, seconded by Mr. Bacon, that the Board approve the modification of Department Policy Memorandum 6-8, Contracts, Contractors and Suppliers - Professional or Non-Professional Services, to allow execution of agreements providing for payments of less than \$150,000 by the Deputy Commissioner or Chief Engineer; those of \$150,000, but not more than \$300,000 by the Commissioner, or in his absence, the Deputy Commissioner. All agreements in excess of \$300,000 shall be considered by the Highway and Transportation Board for approval prior to final award.

Motion carried.

Moved by Dr. Howlette, seconded by Mr. Smalley, that:

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

WHEREAS, the Chesterfield County Board of Supervisors has, by resolution, requested Industrial Access Funds to serve Fiorucci Foods (USA), Inc. which is adjacent to Route 746 in Chesterfield County, and said access is estimated to cost \$885,000; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and has complied with the provisions of the Highway and Transportation Board's policy on the use of Industrial Access Funds;

NOW, THEREFORE, BE IT RESOLVED, that \$450,000 of the Industrial Access Fund be allocated to provide adequate access to the proposed facility of Fiorucci Foods (USA), Inc. by the improvement of Route 746 from 0.123 mile east of Route 620 to 1.315 miles east of Route 620 in Chesterfield County, Project 0746-020-205, M-50i, D-673, contingent upon:

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satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

2-20-86

1. All necessary right of way and utility adjustments being provided at no cost to the Industrial Access Fund,
2. \$150,000 matching fund being established by others to aid in the cost of this project, and
3. Documentary evidence indicating an industrial capital outlay in excess of \$3,000,000. (The County may furnish a bond in lieu of documentary evidence which will repay the Industrial Access Fund if the industry is not established.)

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Smalley, that:

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

WHEREAS, the Stafford County Board of Supervisors has, by resolution, requested Industrial Access Funds to serve United Steel Works, Inc. by the extension of Route 761 within Potomac Creek Industrial Park in Stafford County, and said access is estimated to cost \$50,000; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and has complied with the provisions of the Highway and Transportation Board's policy on the use of Industrial Access Funds;

NOW, THEREFORE, BE IT RESOLVED, that \$40,000 of the Industrial Access fund be allocated to provide adequate access to the proposed facility of United Steel Works, Inc. by extending Route 761 in Stafford County, Project 0761-089-182, M-502, contingent upon:

2-20-86

1. All right of way and utility adjustments being provided at no cost to the Commonwealth, and
2. A contractual agreement with Stafford County which covers
 - a. A bond for replacement of Industrial Access Funds which are not justified by the industry's capital outlay, and
 - b. An agreement to pay all costs of the project above the amount covered by Industrial Access Funds.

Motion carried.

Moved by Mr. Bacon, seconded by Dr. Howlette, that:

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

WHEREAS, the Town Council of Wytheville and the Wythe County Board of Supervisors have, by joint resolution, requested Industrial Access Funds to serve W. S. Tyler, Inc., Bixby-Zimmer Division, located in the town of Wytheville, and said access is estimated to cost \$70,000; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and has complied with the provisions of the Highway and Transportation Board's policy on the use of Industrial Access Funds;

NOW, THEREFORE, BE IT RESOLVED, that \$70,000 of the Industrial Access Fund be allocated to provide adequate access to the proposed facility of W. S. Tyler, Inc., Bixby-Zimmer Division, by the construction of 0.22 mile of road off Frontage Road A in the Town of Wytheville, Project 9999-139-206, M-501, contingent upon:

2-20-86

1. All necessary right of way with utility adjustments being provided at no cost to the Commonwealth, and
2. An agreement by the Town of Wytheville to pay all project costs over \$70,000.

Motion carried.

Moved by Mr. Musselwhite, seconded by Mr. Bacon, that:

WHEREAS, the Council for the town of Stuart, Virginia and the Board of supervisors for Patrick County, Virginia did each adopt a resolution by which this Highway and Transportation Board was petitioned and requested to designate the bridge on Secondary Route 631 over Poorhouse Creek near the Town of Stuart within Patrick County be named in honor of John W. Roberson; and

WHEREAS, it is the desire of this Highway and Transportation Board to honor this prominent citizen, now deceased;

NOW, THEREFORE, BE IT RESOLVED, that the Virginia Highway and Transportation Board, in accordance with the authority entrusted under Section 33.1-250 of the Code of Virginia, does hereby declare that the bridge on Route 631 over the Poorhouse Creek, near the Town of Stuart within Patrick County be named the John W. Roberson Memorial Bridge; and

BE IT FURTHER RESOLVED, that appropriate markers, as directed by the Department's Engineers, shall be placed calling attention to its designation.

Motion carried.

Moved by Mr. Quicke, seconded by Mr. Smalley, that:

WHEREAS, Section 33.1-223 of the Code of Virginia providing for access roads to public recreational areas and historical sites was amended and reenacted by the 1984 session of the General Assembly; and

WHEREAS, the State Highway and Transportation Board, with the concurrence of the Director of Conservation and Historic Resources, is authorized by this section of the code to make certain regulations to carry out the provisions of the law; and

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WHEREAS, it is deemed necessary by both agencies to amend the previously adopted policy on the use of such funds;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Board hereby rescinds its previous policy adopted on January 15, 1976 and adopts the following policy governing the use of recreational access funds, which new policy has been concurred in by the Director of Conservation and Historic Resources pursuant to Section 33.1-223 of the Code of Virginia, as amended:

The State Highway and Transportation Board adopts this policy to govern the use of recreational access funds pursuant to Section 33.1-223, of the Code of Virginia, as amended. It is intended the concept of access be applicable to facilities for motor vehicles and bicycles, whether in separate physical facilities or combined in a single facility. In the event independent bikeway access is deemed appropriate and justified, the access will be established on a separate right of way independent of motor vehicle traffic and specifically designated to provide for bicycle access to the recreational area or historical site as a connecting link between an existing bikeway or otherwise recognized bicycle route.

The following items are incorporated in this policy:

1. The use of recreational access funds shall be limited to the purpose of providing proper access to publicly developed recreational areas or historical sites where the full provisions of Section 33.1-223 have been complied with.
2. Recreational access funds shall not be used for the acquisition of right of way, as it is the intent that these funds are to be used only for the actual construction and engineering of a road or bikeway facility adequate to serve traffic generated by the public recreational area or historical site.
3. The decision to construct or improve an access facility to a recreational area or historical site will be based upon the following parameters:

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- A. The cost of construction in relation to the volume and nature of traffic to be generated as a result of the attraction.
- B. Identification of sufficient demand to support the construction of the access facilities.
- C. In the consideration of independent bikeways as described herein, one of these features should be applicable.
 - (a) The bikeway should serve a connecting route of established bicycle usage in the recreational area or historical site.
 - (b) The recreational area or historical site is located within an area of substantial bicycle traffic generation.
- D. Type of protective zoning in effect (Applicable when the request involves a bikeway facility.)

For each project, the identified need or demand for the access facilities will be analyzed and mutually agreed upon between the State Highway and Transportation Board and the Director of Conservation and Historic Resources.

4. Recreational access funds will not be considered for the construction, reconstruction, maintenance, or improvement of recreational access roads or bikeways until such time as adequate assurance has been given that the recreational facility is already in operation or will be developed and operational at the approximate time of the completion of the road or bikeway.

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5. Motor vehicle access and/or bikeway access may be considered as either combined facilities or separate entities. Therefore, realistic funding limitations must be set that will assure a reasonable and meaningful distribution of projects.

Not more than \$200,000 of recreational access funds may be allocated for use in any one county, including the towns located therein, or any city in any fiscal year unless these funds are supplemented by funds from other than highway sources, in which case additional recreational access funds may be made available to match the amount contributed, dollar for dollar, but not to exceed a grand total of \$300,000 of recreational funds. Correspondingly, when bikeway access is a separate entity and is not a joint facility with a vehicular access project, not more than \$50,000 of recreational access funds for bikeway access may be so allocated, and which may also be supplemented on a dollar-for-dollar contribution from other than highway sources but not to exceed a grand total of \$75,000 of recreational access funds for the bikeway access. In instances where bikeway access and vehicular access are combined, the \$200,000 limitation with dollar-for-dollar matching shall apply, and the costs attributable to the bikeway access shall be limited to \$50,000 and the dollar-for-dollar matching not to exceed a grand total of \$75,000 from recreational access funds for such purpose.

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6. Prior to the formal request for the use of recreational access funds to provide access to public recreational areas or historical sites, the location of the access road or bikeway shall be submitted for the approval by the engineers of the Department of Highways and Transportation and to the staff of the Director of Conservation and Historic Resources. In making recommendations, personnel of the Department of Highways and Transportation and the Department of Conservation and Historic Resources shall take into consideration the cost of the access road or bikeway as it relates to the location, the possibility of any future extension to serve other public recreational areas or historical sites, and the anticipated future development of the area traversed.
7. The use of recreational access funds shall be limited to the construction or reconstruction of motor vehicle access roads or bikeway access to publicly owned recreational areas or historical sites or to officially designated major development units within such areas or sites.

The beginning and termination of the recreational access facility shall be at logical locations. Termination of the access shall be the park or historical site entrance or may be within. If within, the main focal point of interest shall be construed as the termination at which "adequate access" is judged to be provided for the facility. This may be an administration building, information center, auditorium, stadium, parking lot, picnic area, camping area, etc., depending upon the character of the recreational area. Generally, it would be interpreted as the first point at or within the recreational area or historical site that visitors would leave their automobiles or bikes and commence to utilize some feature of the facility.

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8. It is the intent of the Highway and Transportation Board and the Director of Conservation and Historic Resources that recreational access funds not be anticipated from year to year.

Motion carried.

Mr. Pethel reported on the first meeting of the Governor's Commission on Transportation in the 21st Century which was held in Richmond on February 17. At this initial meeting, the Governor formally charged the Commission with a study of (1) critical transportation needs in Virginia; (2) structural and legal requirements for splitting the maintenance and construction fund; and (3) alternative funding mechanisms. Also at this meeting, Mr. Pethel made a presentation intended to orient all of the members of the Commission with the history and program outlook of the Department. The next meeting of the Commission will be held in Richmond at 10:00 a.m. on March 22.

The next regular meeting will be held in Charlottesville on March 20, 1986.

The meeting adjourned at 12:10 p.m.

Approved:



Attested:



Secretary

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Ramada Inn, Manassas, Virginia
November 15, 1990
10:00 a.m.

1. Public Comment
2. Action on Minutes of Meeting of September 20, 1990
3. Action on Permits Issued and Canceled from October 1, 1990 to October 31, 1990
4. Action on Additions, Abandonments or Other Changes in the Secondary System from September 21, 1990 to October 18, 1990
5. Action on Discontinuances from the Secondary System: Campbell and Roanoke Counties and the City of Suffolk
6. Action on Transfer of Frontage Road F-093 from the Interstate System to the Secondary System: Goochland County
7. Action on Abandonments and Discontinuances in the Primary System: Prince George and Pulaski Counties
8. Action on Renumbering of the Primary System: State Route 108, Henry County and the City of Martinsville
9. Action on Bids Received October 23, 1990
10. Consultant Agreement: City of Williamsburg and York County
Proj. U000-137-103, PE101
U000-099-102, PE101
0060-137-105, PE101
Supplemental Agreement # 1 for revision
in scope of services
Langley and McDonald
- Consultant Agreement: James City and York Counties
Route 199
Proj. 0199-047-103, PE102, PE103
0199-099-102, PE102
Supplemental Agreement # 1 for revision
in scope of services
MMM Design Group

Consultant Agreement: Agreements for Engineering Design of
Utility Adjustment Plans (Regional)
Region I - Bristol, Salem and Staunton
Districts
Anderson and Associates
Region II - Fredericksburg, Lynchburg and
Richmond Districts
Langley and McDonald
Region III - Suffolk District
Gannett Fleming, Inc.
Region IV - Culpeper and Northern Virginia
Districts
Patton, Harris, Rust & Assoc.

Consultant Agreement: Rockingham County
Route 42
Proj. 0042-082-106,C502,C503,C504
Supplemental Agreement # 2 for revision
in scope of services
Hayes, Seay, Mattern and Mattern

Consultant Agreement: Chesterfield and Henrico Counties
Proj. 0095-020-101,B610,B611,G304,G309
Approaches and Bridges on Route 295 over
James River
Supplemental Agreement # 2 for revision
in scope of services
Figg and Muller Engineers, Inc.

11. Location: Downtown Norfolk Corridor Study - City of Norfolk
St. Paul's Boulevard/Brambleton Avenue Connector
(Route 460)
Proj. 7460-122-102,PE101
7460-122-103,PE101
Fr: Interstate Route 264
To: The vicinity of Brambleton Avenue and Yarmouth St.
- Location: Route 29 - City of Charlottesville and Albemarle Co.
Proj. 6029-002-122,PE100
Fr: Route 29/250 Bypass (City of Charlottesville)
To: 0.31 Mi. N. North Fork Rivanna River (County of
Albemarle)
12. Location & Design: Route 360 (Hull Street Road) - Chesterfield County
Proj. 0360-020-121,C501,C503
Fr: 0.10 Mi. E. of Intersection Route 653 (Courthouse
Road
To: 0.11 Mi. E. of Intersection Route 650 (Turner Rd.)

Location North Riverside Street/North Magazine Avenue -
& Design: City of Covington
Proj. U000-107,104,C501
Fr: 0.06 Mi. S. of Intersection with N. Monroe Ave.
To: 0.01 Mi. S. of E. Virginia Street

Location Landstown Road - City of Virginia Beach
& Design: Proj. U000-134-124,C501
Fr: 0.14 Mi. N. of Princess Anne Rd. (Route 165)
To: 0.01 Mi. S. of Intersection of Holland Road

13. Break in Limited Access: East-West Expressway (Hampton Roads Center Parkway) - City of Hampton
Proj. U000-114-102,C501
Limited Access Break at Proposed Coliseum Drive Extension
- Break in Limited Access: Route 3 (East-West Connector) - City of Fredericksburg
Proj. 0003-111-102,PE101,RW201
Limited Access Break at Approximate Station 160+10 for Construction of a Crossover and Entrances to Serve Industrial Areas
14. Vegetation Control Regulation
15. State Noise Abatement Policy
16. Conveyances: Route Alt. 58 - Wise County
Route 60 - Powhatan County
Route 460 - Bedford County
Route 598 - Bland County
Route 637 - Mecklenburg County
Route 639 - Caroline County
17. Through Truck Restrictions: Routes 2347, 2636, 2637, 2638 and 2682
Chesterfield County
- Route 1395
Stafford County
18. Industrial Access: Buchanan County
Proj. 1000-013-528,M501,B680
Buchanan Bolt, Inc.
- Industrial Access: Lee County
Proj. 0638-052-217,N501
DeRoyal Industries, Inc.

Industrial Access: Pulaski County
Proj. 0812-077-165,M504
BBA Friction, Inc., and Pulaski County
Corporate Center, Parcel 15

19. FY 1990-91 Revenue Sharing Program
20. New Business
21. Adjourn

MINUTES
OF
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Manassas, Virginia
November 15, 1990
10:00 a.m.

The monthly meeting of the Commonwealth Transportation Board was held in the Ramada Inn at Manassas, Virginia on November 15, 1990, at 10:00 a.m. The Chairman, Mr. John G. Milliken, presided.

Present: Messrs. Milliken, Pethtel, Bacon, Candler, Davies, Hoffler, Howlette, Malbon, Mastracco, Musselwhite, Smalley, Waldman, Warner, Wells and Mrs. Kincheloe and Dr. Thomas.

During the Public Comment period, Kathleen K. Seefeldt, Chairman, PRTC and a Prince William County Board of Supervisors member; Edwin C. King, PRTC member and member of the Prince William County Board of Supervisors; and Robert L. Cole, Chairman, Prince William County Board of Supervisors, spoke briefly welcoming the Commonwealth Transportation Board to Prince William County.

Also during the Public Comment period, Mr. John J. Cramsey, a Dale City resident, expressed to the Board his reservations and opposition to commuter rail in Northern Virginia.

Due to public interest and attendance by citizens, Item No. 11 on the Agenda "Location: Route 29 - City of Charlottesville and Albemarle Co. Proj. 6029-002-122, PE100 Fr: Route 29/250 Bypass (City of Charlottesville) To: 0.31 Mi. N. North Fork Rivanna River (County of Albemarle)" was handled as the first item on the agenda.

Moved by Mrs. Kincheloe, seconded by Dr. Howlette, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the

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Commonwealth Transportation Board, a Location Public Hearing was held in the Days Inn Charlottesville Hotel on June 26 and June 27, 1990 and in the Performing Arts Center on June 28, 1990, for the purpose of considering the proposed location of Route 29 from Route 29/250 Bypass (City of Charlottesville) to 0.31 mile north of the North Fork Rivanna River (Albemarle County) in the City of Charlottesville and Albemarle County, State Project 6029-002-122, PE-100; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved in accordance with the plan as proposed and presented at the said Location Public Hearing by the Department's Engineers in three phases as indicated:

Phase I - Short Range Recommendations

BE IT RESOLVED, that to construct Route 29 Base Case improvements from Hydraulic Road to the South Fork Rivanna River. These improvements will provide six lanes plus continuous right turn lanes with signalized at-grade intersection. These improvements will help satisfy the immediate needs for additional highway capacity on existing Route 29.

BE IT FURTHER RESOLVED, that right of way necessary for the construction of interchanges as they may be needed at Rio Road, Greenbriar Drive, and Hydraulic Road should be reserved initially.

BE IT FURTHER RESOLVED, that Albemarle County and the City of Charlottesville should be encouraged to restrict, to the extent possible, further development on the needed right of way in these areas.

BE IT FURTHER RESOLVED, that should it be necessary, we recommend that the Department acquire any needed right of way under our advanced acquisition policies.

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BE IT FURTHER RESOLVED, that we recommend the North Grounds access facility be developed as soon as possible, along with additional mass transit, to immediately begin to improve traffic conditions along Route 29, Emmet Street between the Route 250 Bypass and the university, and free up parking around the grounds of the university.

BE IT FURTHER RESOLVED, that we recommend Alternative 10 be approved as a corridor for future development and Albemarle County assist in preserving the necessary right of way - developing local plans to minimize any future adverse impacts associated with the future development of this corridor.

BE IT FURTHER RESOLVED, that refined preliminary plans for Alternative 10 will be provided to Albemarle County to aid local officials in the preservation of the corridor and development of compatible land use plans.

BE IT FURTHER RESOLVED, that the preservation of the Alternative 10 corridor will assist the county in a no-growth position in the watershed. Access to the corridor would only be provided at the request of the county.

Phase II - Medium Range Recommendations

BE IT RESOLVED, that as traffic continues to increase and economic conditions allow, we recommend interchanges at Rio Road, Greenbrier Drive, and Hydraulic Road be constructed.

BE IT FURTHER RESOLVED, that we recommend continuation of the preservation of right of way for recommended Alternative 10 and the advanced acquisition of right of way procedures be exercised as needed and economics permit.

Phase III - Long Range Recommendations

BE IT RESOLVED, that as such time traffic conditions along the Route 29 corridor become unacceptable and economic conditions permit, we recommend the construction of the preserved corridor - Alternative 10.

Motion carried. Messrs. Wells, Warner and Smalley voting No.

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On motion of Dr. Howlette, seconded by Mr. Bacon, the minutes of the meeting of September 20, 1990 were approved.

On motion of Dr. Howlette, seconded by Mr. Bacon, permits issued and canceled from October 1, 1990 to October 31, 1990, inclusive, as shown by the records of the Department, were approved.

Moved by Dr. Howlette, seconded by Mr. Bacon, that the Board approve additions and abandonments to the Secondary system of September 21, 1990 to October 18, 1990, inclusive, as shown by the records of the Department.

Motion carried.

Moved by Dr. Howlette, seconded by Mr. Bacon, that

WHEREAS, by proper resolution, the Boards of Supervisors of Campbell and Roanoke Counties and the City of Suffolk have requested that certain roads which no longer serve as public necessities be discontinued as part of the Secondary System of Highways.

NOW, THEREFORE BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia of 1950, as amended, the Commonwealth Transportation Board finds the following sections of roads are not required for public convenience and are hereby discontinued as part of the Secondary System of Highways, effective this date.

Campbell County - Route 601 - Sections 7 and 15 of old location Route 601 from Station 15 + 50 to 0.16 mile South Station 15 + 50. 0.16 Mi

Campbell County - Route 605 - Sections 1, 4, 5 and 6 from Station 61 + 50 to Station 65 + 20; from Station 80 + 40 to Station 110 + 50. 0.65 Mi

Roanoke County - Route 689 - Section 14 of old location Route 689. 0.14 Mi

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Roanoke County - Route 692 - Sections 1 and 2 of old location Route 692 from Station 81 + 50 to Station 84 + 00; from Station 87 + 75 to Station 90 + 00.
0.10 Mi

City of Suffolk - Route 605 - Sections 1A, 2A and 6A of old location Route 605.
0.018 Mi

City of Suffolk - Route 743 - Section 7A of old location Route 743
0.0006 Mi

Motion carried.

Moved by Mr. Bacon, seconded by Mr. Waldman, that

WHEREAS, the Board of Supervisors of Goochland County on August 7, adopted a resolution requesting the Commonwealth Transportation Board to transfer 0.43 mile of Frontage Road F-093 from Route 621 to 0.43 mile west of Route 621 from the Interstate System to the Secondary system of Highways; and

WHEREAS, based on evaluation of this request the Department's Engineers have determined that this road could best be administered as part of the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board, in accordance with the authority entrusted under Section 33.1-53 of the Code of Virginia of 1950, as amended, does hereby declare that 0.43 mile of Frontage Road F-093 from Route 621 to 0.43 mile west of Route 621 as shown on attached sketch, be transferred from the Interstate System to the Secondary System of Highways.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Hoffler, that

WHEREAS, Old Route 106 in Prince George County has been altered and reconstructed as shown on plans for Project: 0095-074-101, G-301; and

WHEREAS, one section of the old road is no longer necessary as a public road, the new road serving the same citizens as the old; and

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NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the code of Virginia of 1950, as amended, 0.06 mile of Old Route 106, designated as Section 1 on the plat dated October 16, 1990, Project: 0095-074-101, G-301, be discontinued as a part of the State Highway System.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Hoffler, that

WHEREAS, Old Route 100 in Pulaski County has been altered and reconstructed as shown on plans for Project: 3877-08; and

WHEREAS, one section of the old road is no longer necessary as a public road, the new road serving the same citizens as the old; and

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.05 mile of Old Route 100 designated as Section 1 on the plat dated October 16, 1990, Project: 3877-08, be abandoned as a part of the State Highway System.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Hoffler, that

WHEREAS, the Henry County Board of Supervisors requested the renumbering of one section of State Route 108; and

WHEREAS, the City of Martinsville officials concurred in the renumbering of this section of State Route 108; and

WHEREAS, the renumbering of said Route has been recommended by the Department's Engineers;

NOW, THEREFORE, BE IT RESOLVED, that one section of State Route 108 in Henry County and the City of Martinsville, between its intersection with State Route 174 and State Route 57, shall be renumbered State Route 174.

Motion carried.

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Moved by Mr. Musselwhite, seconded by Dr. Thomas, that the Board approve the bids received October 23, 1990 listed for award on the attached sheets numbered 7A through 7N and authorize execution of contracts by the Deputy Commissioner or Chief Engineer, and approve rejection of those bids listed for rejection and authorize readvertisement.

Motion carried.

BIDS RECEIVED OCTOBER 23, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
1 1574 90F57474	0081-098-2000, SR02; 0081-098-2001, SR02	81	Rte. 81 (NBL & SBL) over Reed Cr. 1.11 Mi. N. Int. Rte. I-77 Wythe County Replace Parapet	AWARD	CLECO CORPORATION SHORDS CREEK, VA	1	\$353,838.00
2 214-90A 900214A1	0095-020-A01, B610, B611 I-295-3(46)17	295	Rte. 295 over James Rv. (Chesterfield- Henrico CLJ) Chesterfield County Installation of Stay Damper System	AWARD	D. M. LYLE CORP. MCKERNET, VA	6	\$39,880.00
3 1653 90F65389	TREE-9-90	95	From: James Rv. To: Rte. 460 E. Richmond-Petersburg Turnpike Selective Tree Removal, Trimming & Clean-up	AWARD	SANGED CORP. LEXINGTON, KY	6	\$97,477.00
4 1668 90F668S2	FE-9-90	85	From: M.P. 24.80 To: M.P. 25.69 City of Petersburg Remove & Replace Exist. Right of Way Fence	AWARD	LONG FENCE CO., INC. CAPITOL HEIGHTS, MD	7	\$14,760.00

BIDS RECEIVED OCTOBER 23, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RT. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
5 1675	90F67583 BR-5N-90	64, 264 & 564	Various Locations City of Norfolk Br. Repr. & Epoxy Conc. Overlay	AWARD	LANFORD BROTHERS CO., INC. ROANOKE, VA	6	\$572,079.87
6 1678	90F6788D F-4-90	95	From: Henrico CL To: Caroline CL Hanover County Remove & Replace FE-WT Fence	AWARD	LONG FENCE CO., INC. CAPITOL HEIGHTS, MD	8	\$49,900.00
7 1516	90F51603 P-7A-90	64	Rte. 64 over CSX Rwy. & Rivanna Rv. Albemarle County Repaint Exist. Structures	REJECT	BRICKWOOD CONTRACTORS, INC. ANNANDALE, VA	3	\$704,000.00
7B 8 1676	90F676S2 BR-8B-90	81	Various Locations Augusta, Rockingham & Shenandoah Co's. Application of Latex Mod. Portland Cement Slurry	REJECT	LANFORD BROTHERS CO., INC. ROANOKE, VA	5	\$118,995.76
9 E013	90EE013A3 17-0077-7184-003	77	M.B.L. 1-77 at M.P. 6.3 Carroll County Slope restoration and storm drainage	AWARD	DLB, Inc. HILLVILLE, VA.	5	\$230,058.00

EMERGENCY CONTRACT

BIDS RECEIVED OCTOBER 23, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
1	157-90B 900157BB 0123-076-109,C502	123	<p>PRIMARY PROJECTS</p> <p>From: 0.133 Mi. S. Int. Devils Reach Rd. (Rte. 748)</p> <p>To: 0.061 Mi. N. Int. Davis Ford Rd. (Rte. 641)</p> <p>Prince William County</p> <p>Asphalt Conc. Pave., Grading, Drainage, Signals, Pave. Mark. & Incids.</p>	AWARD	WILLIAM A. HAZEL, INC. CHANTILLY, VA	5	\$407,479.47
2	189-90A 900189AZ 0010-020-110,C504, 8618	10	<p>From: 0.582 Mi. S. S. Rte. 150</p> <p>To: 2.392 Mi. S. Rte. 150</p> <p>Chesterfield County</p> <p>Grade, Drain., Asphalt Conc. Pave., Incids., Utilities, Landscaping & Signals</p>	AWARD	POMALCO CORPORATION RICHMOND, VA	11	\$4,177,141.13
3	196-90A 900196AZ 0003-048-108,C501, 8607,8608	3	<p>From: 4.351 Mi. E. of Stafford-King George CL</p> <p>To: 0.945 Mi. W. of Int. Rte. 206 (Arnolds Corner)</p> <p>King George County</p> <p>Grade, Drain, Asphalt Conc. Pave., Incids. & Brs.(2)</p>	AWARD	S. W. RODGERS COMPANY, INC. GAINESVILLE, VA	11	\$3,331,830.57

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PRIMARY PROJECTS

BIDS RECEIVED OCTOBER 23, 1990

JOB, DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOA BID
4 201-90A 900201M5 OPT. "A"	0221-080-107,C501	221	From: 0.139 Mi. S. Rte. 419 To: 1.869 Mi. S. Rte. 419 Roanoke County Grade, Drain, Cem. Stab. Aggr. Base, Incids., Utilities & Signals	AWARD	BRANCH HIGHWAYS, INC. ROANOKE, VA	2	\$6,186,892.90
5 207-90A 900207A0	0042-082-106,C503, 8612,8615,0613	42	From: 1.775 Mi. N. 1983 NCL Harrisonburg To: 5.312 Mi. N. 1983 NCL Harrisonburg Rockingham County Grade, Asphalt Conc. Pave., Drain., Landscaping, Demo. of Bldg., Drainage Str., Brs. (2) & Reloc. Exist. Rte. 780	AWARD	S. W. RODGERS COMPANY, INC. GAINESVILLE, VA	9	\$6,287,840.38
6 1602 90DF02T0	0040-033-110,A501	40	0.29 Mi. E. Rocky Mount Corp. Limits Franklin County Jacked Pipe	AWARD	DIXON CONTRACTING, INC. FINCASTLE, VA	4	\$155,460.00
7 1655 90DF65S7	BR-3B-90	460 EBL	Rte. 460 EBL over Sandy Rv. (3.27 Mi. E. of ECL Farmville) AND Rte. 460 EBL over Bush Rv. (1.85 Mi. E. of ECL Farmville) Prince Edward County Br. Reprs. ■ Latex Overlays	AWARD	DONALD H. SELVAGE, INC. AMHERST, VA	8	\$155,506.00

BIDS RECEIVED OCTOBER 23, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
8 1656	90F656S6 PCR-78-90	29	Various Locations Madison County Pipe Culvert Rehabilitation (Inversion Pipe Liner)	AWARD	INSITUFORM EAST, INC. & SUBS. LANDOVER, MD	1	\$153,570.00
9 1660	90F660S0 BR-3C-90	40 & 58 EBL	Rte. 40 over Southern Rwy. (0.27 Mi. W. of ECL Gretna) AND Rte. 58 over Sandy Cr. (1.21 Mi. W. of Halifax CL) Pittsylvania County Gr. Reprs. & Asphalt Overlays	AWARD	DONALD H. SELVAGE, INC. AMHERST, VA	7	\$108,107.75
10 1665	90F665S5 PR-5J-90	30 & 60	Various Locations James City County Conc. Pave. Repr. Full Depth	AWARD	DENTON CONSTR. CO., D/B/A DENTON CONC. PAVING CO. GROSSE POINTE WOODS, MI	7	\$396,900.50
11 1667	90F667S3 0218-048-1019, SR01	218	Rte. 218 over Machodoc Cr. King George County Furnish & Install F.R.P. Pile Jackets	AWARD	J. S. SUTTON CONSTRUCTION CO., IN NORFOLK, VA	3	\$49,416.00

BIDS RECEIVED OCTOBER 23, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
12 1673	90F67395 PR-5K-90	13	<p>From: 0.04 Mi. N. of Rte. Bus. 13 (M.P. 16.51)</p> <p>To: 0.05 Mi. N. of Rte. 184 (M.P. 21.42) Various Locations Northampton County</p> <p>Crack & Seal Conc. Pave. & Overlay with Asphalt Conc.</p>	AWARD	LANCE J. ELLER, INCORPORATED TASLEY, VA	2	\$1,721,569.70
13 1677	90F67751 0067-083-7170,431	67	0.4 Mi. N. W. Rte. 622 Russell County Slide Correction	AWARD	J & J CONTRACTORS, INC. VANSANT, VA	10	\$129,868.75
14 1679	90F67959 JP-3C-90	6 & 56	<p>Rte. 6 - 0.41 Mi. W. Albemarle CL</p> <p>Rte. 56 - 0.57 Mi. W. Rte. B41</p> <p>Melton County</p> <p>Pipe Culvert Rehab. By Jack Pipe Method</p>	AWARD	E. C. PACE COMPANY, INC. RDANKE, VA	3	\$32,750.00
15 1680	90F68056 17-0058-7164,803	58	Various Locations Carroll County Slope Restoration	AWARD	SOMERS CONSTRUCTION CO., INC. MOUNT AIRY, NC	10	\$108,876.00

BIDS RECEIVED OCTOBER 23, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
16 1590	90F59014 0058-095-7142-431	58	<p>From: 0.105 Mi. S. Int. Rte. 1201</p> <p>To: 0.01 Mi. S. Int. Rte. 1201</p> <p>Washington County</p> <p>Slide Correction</p>	REJECT	CROSSPOINTE CONTRACTING, INC. ABINGDON, VA	7	\$122,041.00
17 1661	90F66159 0019-092-1067,SR01	19	<p>1.59 Mi. N. Int. Rte. 369 Br. over Little Indian Cr. & Rte. 770</p> <p>Tazewell County</p> <p>Superstr. Replacement; Substr. Repr. & Widening</p>	REJECT	DLB, INC. HILLSVILLE, VA	5	\$464,133.10
1 1664	90F66456 SHR-5A-90	58	<p>URBAN PROJECTS</p> <p>From: ECL City of Suffolk</p> <p>To: Int. Snowden St.</p> <p>City of Chesapeake</p> <p>Shoulder Restoration</p>	AWARD	THE BLAIR BROTHERS, INC. SUFFOLK, VA	2	\$198,970.00
2 206-90A	900206A1 0252-132-101,C502, 8601,8602,8604	252	<p>From: 0.091 Mi. S. Bridge St.</p> <p>To: Lewis St.</p> <p>City of Staunton</p> <p>Grading, Drainage, Asphalt Conc. Pave., Incids. & 2 Brs.</p>	REJECT	DANIS INDUSTRIES CORP. DAYTON, OH	4	\$5,690,651.37

BIDS RECEIVED OCTOBER 23, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
3 228-90A 900228A5	U000-127-119,C501, B608		URBAN PROJECTS From: Int. Calhoun St. To: Int. Mitchell St. City of Richmond Grade, Asphalt Conc. Pave. & Br.	REJECT	D. W. LYLE CORP. MCKENNEY, VA	6	\$1,202,829.40
1 143-90B 900143B5	0660-002-187,C501, B644,C502 AC-8R-SOS-002(106)	660	SECONDARY PROJECTS From: 0.123 Mi. S. South Fork Rivanna Rv. To: 0.169 Mi. N. South Fork Rivanna Rv. Albemarle County Grading, Drainage, Asphalt Conc. Pave. & Br.	AWARD	ABERNATHY CONSTR. CORP. GLEN ALLEN, VA	3	\$1,399,438.80
2 161-90B 900161B2	0641-091-176,M501, B642	641	From: 1.15 Mi. N. Rte. 642 To: 1.25 Mi. N. Rte. 642 Sussex County Grading, Aggr. Base & Br.	AWARD	KEY CONSTR. CO., INC. CLARKSVILLE, VA	6	\$104,569.50
3 200-90A 900200A7	0610-076-182,C501; 0640-076-268,C501	610 & 640	From: Int. Rte. 640 To: 0.046 Mi. E. Rte. 1451 AND From: 0.247 Mi. W. Int. Rte. 610 To: 0.004 Mi. W. Int. Rte. 2305 Prince William County Grade, Drain, Incids., Signals & Asphalt Conc. Pave.	AWARD	S. W. RODGERS CO., INC. GAINESVILLE, VA	11	\$4,934,404.99

BIDS RECEIVED OCTOBER 23, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
4 210-90A 900210A5	0605-013-T05, N501	605	From: 0.5 Mi. W. Rte. 619 To: 1.55 Mi. W. Rte. 619 Buchanan County Grade, Drainage & Asphalt S.I. Pave.	AWARD	MAYHEAD, INC. MOUNTAIN CITY, TN	5	\$147,901.28
5 211-90A 900211A4	0645-013-T74, N501; 0650-013-T76, N501; 0651-013-T77, N501; 0676-013-T78, N501; 0745-013-T79, N501; 0641-013-T92, N501	Var.	Various Locations Buchanan County Asphalt Conc. Pave.	AWARD	MAYHEAD, INC. MOUNTAIN CITY, TN	2	\$199,324.14
6 212-90A 900212A3	0665-013-T70, N501	665	From: 0.85 Mi. E. Rte. 624 To: 1.5 Mi. E. Rte. 624 Buchanan County Grading, Drainage & Asphalt Conc. Pave.	AWARD	MAC CONSTR., INC. DANWOOD, VA	6	\$168,352.60
7 215-90A 900215A0	0624-024-135, N501, 0614, 0624-024-P35, N502 AC-BR-SOS-024(103)	624	From: 0.026 Mi. E. Int. Rte. 696 To: 0.337 Mi. S. Int. Rte. 608 Cumberland County Grade, Drain, Aggr. Base & Drainage Str.	AWARD	BURLEIGH CONSTRUCTION CO., INC. CONCORD, VA	5	\$245,142.03

BIDS RECEIVED OCTOBER 23, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
8 222-90A 900222A1	0624-083-T94, M501 0683-083-T79, M501	624 & 683	Rte. 624 - From: Rte. 622 To: Buchanan CL Rte. 683 - AND From: Rte. 694 To: 1.1 MI. E. Rte. 694 Russell County Asphalt Conc. Pave.	AWARD	MAYHEAD, INC. MOUNTAIN CITY, TN	2	\$101,013.30
9 231-90A 900231A0	0701-077-180, M501	701	From: Int. Rte. 695 To: 0.09 MI. S. Rte. 724 Pulaski County Grade, Drainage, Asphalt Conc. Pave. & Utilities	AWARD	H. T. BOWLING, INC. RADFORD, VA	5	\$665,910.70
10 1591 90F591T3	0619-025-7171-431	619	From: 0.49 MI. N. Rte. 793 To: 0.41 MI. W. Rte. 793 Dickenson County Slide Correction	AWARD	SANGED CORP. LEXINGTON, KY	7	\$69,864.00

BIDS RECEIVED OCTOBER 23, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
11 1649	90F649S6 60-0741-7164-003	741	Int. Rte. 631 Montgomery County Replace Br. with Triple Box Culvert	AWARD	ELK KNOB, INC. PENNINGTON GAP, VA	10	\$53,849.96
12 1651	90F651S1 0628-067-6039,SR10	628	1.1 Mi. N. Rte. 460 Nottoway County Construct Mod. Endwall on Exist. Pipe	AWARD	GARRETT, MOON & POOL, INC. BLACKSTONE, VA	3	\$23,193.50
13 1654	90F654S8 RM-B1-90	693	Rte. 693, Westmoreland St. Fairfax County Replace Retaining Wall, Sidewalks, Curb & Gutter & Entrance in Area D9	AWARD	GRANJA CONTRACTING, INC. ARLINGTON, VA	8	\$88,638.00
14 1657	90F657S5 0610-005-P09,MS02	610	From: Rte. 643 To: 0.1 Mi. N. Rte. 641 Amherst County Stabilize & Asphalt S.T.	AWARD	MARVIN V. TEMPLETON & SONS, INC. LYNCHBURG, VA	6	\$149,034.75

BIDS RECEIVED OCTOBER 23, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RT. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
15 1658	90F65854 0639-030-P72, M501	639	From: Rte. 612 To: 2.3 Mi. W. Rte. 612 Fauquier County Grade, Drain, Stabilize & Asphalt S.T.	AWARD	RICHMARR EXCAVATING CO., INC. MANASSAS, VA	11	\$307,745.30
16 1666	90F66654 0751-038-7164, 431	751	0.5 MI. S. Rte. 58 Grayson County Construct Retaining Wall & Repr. Roadway	AWARD	CONCRETE, INC. LEBANON, VA	7	\$112,600.00
17 1670	90F67058 0634-033-230, M502	634	From: E. Rte. 678 To: Rte. 1535 Franklin County Grade, Drain, Stabilize & Blotted Seal Coat	AWARD	STRICKLAND CONSTRUCTION, INC. FANCY GAP, VA	9	\$265,509.21

BIDS RECEIVED OCTOBER 23, 1990

JOB. NO.	DES. CONTRACT NO.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
----- MISCELLANEOUS PROJECTS -----								
1	1672	90F672S6	GM-88-90	Var. Various Locations Allegany, Bath, Rockbridge, Augusta & Highland Co's. Guardrail Maintenance	AWARD	GUARD RAIL INC. T/A WEBSTER & WEB ROANOKE, VA	5	\$164,046.00
2	1559	90F559S4	GM-A1-90	Var. Various Locations Fairfax & Arlington Co's. Guardrail Maintenance	AWARD	TRANSPORTATION SAFETY CONTRACTORS TAMPA, FL	4	\$469,557.50
3	1648	90F648S7	IRMO-96A-101, NS03	Var. Various Locations Fairfax & Prince William Co's. Raised Pavement Marker Installation	AWARD	AMPSID CORP. COLUMBUS, OH	2	\$141,962.50
4	1650	90F650S2	SCG-53-90	Var. Various Locations Loudoun County Replace Paved Flumes & Sidewalks, Curb & Gutters	AWARD	TAVARES CONCRETE CO., INC. LORTON, VA	4	\$348,549.00

BIDS RECEIVED OCTOBER 23, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID		
MISCELLANEOUS PROJECTS									
5	1659	90F659S3	GM-8A-90	Var.	Various Locations Staunton District Guardrail Maintenance	AWARD	HAKCO, INC. CHARLOTTESVILLE, VA	5	\$199,270.00
6	1669	90F669S1	ST-01-90	Var.	Various Locations Carroll & Floyd Co's. Prime & Double Seal S.T.	AWARD	MATHEAD, INC. MOUNTAIN CITY, TN	11	\$154,205.28
7	1652	90F652SD	IRNO-964-101,N504	Var.	Various Locations Richmond District Installation of Raised Pave. Markers	REJECT	D. W. MILLER, INC. HUNTINGDON, PA	2	\$125,170.00
8	1671	90F671S7	PRNO-966-101,N504; 0230-4031; RPM-4-90	Var.	District-Wide Richmond District Installation of Raised Pave. Markers	REJECT	OGLESSY CONSTRUCTION, INC. NORMALK, OH	2	\$177,220.00
9	1681	90F681S5	SCG-8A-90	Var.	Various Locations Rockingham & Warren Co's. Replacement of Conc. Sidewalk, Curb & Gutter, Paved Ditch & Drainage Items	REJECT	PITO'S CONSTR. CO., INC. BEAVER HEIGHTS, MD	4	\$100,000.00

11/15/90

Moved by Mr. Warner, seconded by Mr. Wells, that

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Langley and McDonald, and it has been determined that a change in the scope of services is necessary because of the expansion of the project and scope of work, additional studies and public presentations, and additional survey work and design efforts for projects U000-137-103, PE-101 and U000-099-102, PE-101; and the addition of project 0060-137-105, PE-101; and

WHEREAS, after careful review of the additional services required, a firm proposal has been received, and just compensation for these additional services has been established and are outlined in this Supplemental Agreement No. 1;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$275,099.

This Supplemental Agreement No. 1 is in the amount of \$271,350 for services and expenses plus a net fee of \$25,080 making the total for this Supplement \$296,430. The total maximum compensation of the agreement including this supplement is now \$571,529.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Wells, that

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of MMM Design Group, and it has been determined that a change in the scope of services is necessary because of the expansion of the project and scope of work, additional studies and public presentations, and additional survey work and design efforts for projects 0199-047-103, PE-102; 0199-047-103, PE-103; and 0199-099-102, PE-102; and

WHEREAS, after careful review of the additional services required, a firm proposal has been received, and just compensation for these additional services has been established and are outlined in this Supplemental Agreement No. 1;

11/15/90

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$1,296,918.

This Supplemental Agreement No. 1 is in the amount of \$591,796 for services and expenses plus a net fee of \$49,937 making the total for this supplement \$641,733. The total maximum compensation of the agreement including this supplement is now \$1,938,651.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Wells, that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives, it is necessary to supplement utility owners' and the Department's staff for engineering design services to prepare utility adjustment plans; and

WHEREAS, in accordance with Department policy and State procurement procedures, a firm proposal has been received from Anderson and Associates for said services for Region I, which consists of the Bristol, Salem and Staunton construction districts; and

WHEREAS, careful review and consideration has been made of the scope of work and services required, and the method of just compensation has been established for these services and is set forth in the Memorandum of Agreement; and

WHEREAS, authorization of work will be on projects where utility adjustment plans are needed and authorized by the Department.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of an Agreement with the firm of Anderson and Associates which establishes a maximum total compensation not to exceed \$500,000.00.

Motion carried.

11/15/90

Moved by Mr. Warner, seconded by Mr. Wells, that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives, it is necessary to supplement utility owners' and the Department's staff for engineering design services to prepare utility adjustment plans; and

WHEREAS, in accordance with Department policy and State procurement procedures, a firm proposal has been received from Langley and McDonald, P.C. for said services for Region II, which consists of the Fredericksburg, Lynchburg and Richmond construction districts; and

WHEREAS, careful review and consideration has been made of the scope of work and services required, and the method of just compensation has been established for these services and is set forth in the Memorandum of Agreement; and

WHEREAS, authorization of work will be on projects where utility adjustment plans are needed and authorized by the Department.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of an Agreement with the firm of Langley and McDonald, P.C. which establishes a maximum total compensation not to exceed \$500,000.00.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Wells, that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives, it is necessary to supplement utility owners' and the Department's staff for engineering design services to prepare utility adjustment plans; and

WHEREAS, in accordance with Department policy and State procurement procedures, a firm proposal has been received from Gannett Fleming, Inc. for said services for Region III, which consists of the Suffolk construction district; and

11/15/90

WHEREAS, careful review and consideration has been made of the scope of work and services required, and the method of just compensation has been established for these services and is set forth in the Memorandum of Agreement; and

WHEREAS, authorization of work will be on projects where utility adjustment plans are needed and authorized by the Department.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of an Agreement with the firm of Gannett Fleming, Inc. which establishes a maximum total compensation not to exceed \$500,000.00.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Wells, that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives, it is necessary to supplement utility owners' and the Department's staff for engineering design services to prepare utility adjustment plans; and

WHEREAS, in accordance with Department policy and State procurement procedures, a firm proposal has been received from Patton, Harris, Rust and Associates for said services for Region IV, which consists of the Culpeper and Northern Virginia construction districts; and

WHEREAS, careful review and consideration has been made of the scope of work and services required, and the method of just compensation has been established for these services and is set forth in the Memorandum of Agreement; and

WHEREAS, authorization of work will be on projects where utility adjustment plans are needed and authorized by the Department.

NOW, THEREFORE, BE IT RESOLVED that the Board authorizes the execution of an Agreement with the firm of Patton, Harris, Rust and Associates which establishes a maximum total compensation not to exceed \$500,000.00.

Motion carried.

11/15/90

Moved by Mr. Warner, seconded by Mr. Wells, that

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Hayes, Seay, Mattern and Mattern, and it has been determined that a change in the scope of services is necessary to update plans to recent VDOT standard and specification changes as well as new FHWA guidelines for 0042-082-106, C-502, C-503 and C-504; Rockingham County; and

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and is outlined in this Supplemental Agreement No. 2;

NOW, THEREFORE, BE IT RESOLVED that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$512,547.00.

This Supplemental Agreement No. 2 is in the amount of \$66,643.00 for services and expenses plus a net fee of \$8,790.00 making the total for this supplement \$75,433.00. The total maximum compensation of the agreement including this and all prior supplements is now \$587,980.00.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Wells, that

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Figg and Muller Engineers, Inc., and it has been determined that a change in scope of services is necessary in the Preparation of Inspection Manual to comply with Federal Highway Administration directives developed after original agreement had been executed to include an inventory inspection and load rating analysis; to assist the Department with claims review; and to design a cable stay lighting system for the Route 295 structure over the James River located at the Chesterfield and Henrico County Line, identified as Project 0095-020-101, B610, B611.

11/15/90

WHEREAS, after careful review of the additional services required, a firm proposal has been received and compensation for these additional services has been established and are outlined in this Supplemental Agreement No. 2.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$5,269,839.00.

The Supplemental Agreement No. 2 is in the amount of \$326,033.00 for services and expenses plus a net fee of \$24,518.00 making the total for this supplement \$350,551.00. The total maximum compensation of the agreement including this and all prior supplements is now \$5,620,390.00.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Public Hearing was held in the Norfolk City Hall, on May 23, 1990, at 7:00 p.m. for the purpose of considering the proposed location of the St. Paul's Boulevard Brambleton Avenue Connector (Route 460) from Interstate Route 264 to the vicinity of Brambleton Avenue and Yarmouth Street in the City of Norfolk, State Projects 7460-122-102, PE101; 7460-122-103, PE-101; Federal Projects F-103-1(118); F-103-1(120); and

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

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

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WHEREAS, the City of Norfolk by resolution dated October 16, 1990, approved Alternative H.1 Modified with the provision that this alternative be revised to include several recommended changes; and

WHEREAS, the modifications proposed by Norfolk's City Council are design items, not relevant to corridor approval, and will be evaluated during development and refinement of the major design features associated with the selected alignment;

NOW, THEREFORE, BE IT RESOLVED that the location of this project be approved in accordance with the plan devined as Alternative H.1 Modified - Expanded Brambleton Avenue as proposed and presented at the said Location Public Hearing by the Department's Engineers with consideration during development of the design to include, if practicable, the modifications proposed by the City of Norfolk, subject to funding and consultation with the City at that time.

Motion carried.

Moved by Dr. Howlette, seconded by Mr. Malbon, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Knights of Columbus-Bishop Ireton Center on September 6, 1990, at 7:00 p.m. for the purpose of considering the proposed location and design of Route 360 (Hull Street Road) from 0.10 mile east of the intersection of Route 653 (Courthouse Road) to 0.11 mile east of the intersection of Route 650 (Turner Road) in Chesterfield County, State Project 0360-020-121, C-501, C-503; Federal Project F-036-2(); and

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

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

11/15/90

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with the inclusion of sidewalk around the school bus loop, retaining of crossover at Lyndale Baptist Church, and consideration of other minor design changes to address the concerns expressed at the public hearing.

Motion carried.

Moved by Mr. Warner, seconded by Dr. Thomas, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the City Council Chambers, City of Covington, on September 26, 1989, at 7:00 p.m. for the purpose of considering the proposed location and major design features of North Riverside Street/North Magazine Avenue from 0.06 mile south of the intersection of North Monroe Avenue to 0.01 mile south of East Virginia Street in the City of Covington, State Project U000-107-104, C-501; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with modifications to: provide a flashing light at the Westvac Training Center; provide sidewalk along one side of the project over its entire length; and provide a turnaround at the Old North Magazine Road closure.

Motion carried.

11/15/90

Moved by Mr. Malbon, seconded by Dr. Howlette,
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in the Green Run High School on July 26, 1990, at 7:00 p.m. for the purpose of considering the proposed location and design of Landstown Road from 0.14 mile north of Princess Anne Road (Route 165) to 0.01 mile south of Holland Road in the City of Virginia Beach, State Project U000-134-124, C-501; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers.

Motion carried.

Moved by Mr. Davies, seconded by Mr. Smalley,
that

WHEREAS, the East-West Expressway was designated as a limited access highway from the City of Hampton, West Corporate Limits to Armistead Avenue in the City of Hampton by the Hampton City Council resolution dated October 23, 1985, and the Virginia Highway and Transportation Board resolution of February 20, 1986, and

WHEREAS, designated access points were allowed when the Expressway was declared a limited access facility, and

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WHEREAS, by Council resolution dated August 12, 1987, the City of Hampton requested that the Department of Transportation name this highway, formerly designated as the East-West Expressway, the Hampton Roads Center Parkway, and

WHEREAS, the City of Hampton, which has jurisdiction and responsibility for the highway after it is constructed, has requested by Council resolution dated September 12, 1990, breaks or modifications of the Limited Access Lines on the Hampton Roads Center Parkway to permit implementation of a two phased plan to allow access to the Hampton Roads Center Parkway at the proposed northward extension of Coliseum Drive, and

WHEREAS, the access is necessary to relieve congestion on Mercury Boulevard, Todds Lane, and Interstate 64 by the provision of an alternate direct access into the Mercury Central commercial district, and

WHEREAS, future development north of the Hampton Center Parkway may warrant extensions of Coliseum Drive to link future employment centers to the Mercury Central Areas, and

WHEREAS, the initial phase will consist of the extension of Coliseum Drive north to the Hampton Roads Center Parkway culminating in an at-grade "T" intersection. When development warrants the extension of Coliseum Drive north of the Hampton Roads Center Parkway, Phase Two will be constructed as a modified urban interchange, and

WHEREAS, no property damages for limited access were paid to property owners involved at the proposed access break;

NOW, THEREFORE, BE IT RESOLVED, that the limited access on the Hampton Roads Center Parkway at approximate Station 225+00 be modified to provide access breaks on both sides of the Parkway for construction of both Phase I and Phase II.

Motion carried.

11/15/90

Moved by Mr. Davies, seconded by Mr. Smalley,
that

WHEREAS, the East-West Connector was designated as a Limited Access Highway from 0.95 mile west of Route 1 Bypass in the City of Fredericksburg to existing Route 3 in Stafford County by the Fredericksburg City Council resolution dated September 25, 1973 and the Highway and Transportation Commission resolution of March 18, 1976; and

WHEREAS, designated access points were allowed when the Connector was declared a limited access facility; and

WHEREAS, the City of Fredericksburg is desirous to provide an intersection with entrances and crossover to serve the industrial areas adjacent to the Connector; and

WHEREAS, the City of Fredericksburg, which has jurisdiction and responsibility for the highway after it is constructed, has requested by Council resolution dated October 23, 1990, breaks or modifications of the Limited Access Lines on the East-West Connector to permit construction of a crossover and entrances to serve the industrial areas on both sides of the Connector;

NOW, THEREFORE, BE IT RESOLVED that the limited access on the East-West Connector at approximate Station 160+10 be modified to provide access breaks on both sides of the Connector for construction of crossover and entrances to serve the industrial areas adjacent to the Connector.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

Motion carried.

Moved by Mrs. Kinchloe, seconded by Mr. Davies,
that

WHEREAS, the Virginia Commonwealth Transportation Board recognizes the need for a consistent policy to allow minimum trimming, shaping and removal of

11/15/90

vegetation in a controlled manner to provide visibility for businesses and outdoor advertising signs and at the same time, not detrimentally affect the beauty of the roadsides of the Commonwealth, and

WHEREAS, the Virginia Department of Transportation, after an eight year experimental program drafted a proposed vegetation control regulation and held four public hearings in accordance with the Administrative Process Act, and

WHEREAS, staff has evaluated the experimental vegetation control program, public comment received, and the proposed regulation, as amended, and

WHEREAS, during discussion of the proposed regulation, it was moved by Mr. Wells and seconded by Mr. Candler that the proposed regulation Section 2.2 allow for the trimming, shaping and removal of vegetation up to three inches in diameter, however, said motion was defeated; and

WHEREAS, during discussion of the proposed regulation, it was moved by Mr. Malbon and seconded by Dr. Howlette that the proposed regulation Section 2.5 be deleted and Section 2.6 be re-numbered as Section 2.5 and said was approved by the Commonwealth Transportation Board, and

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board adopts the Vegetation Control Regulation with amendments stated herein.

Resolution is adopted as amended.

VIRGINIA DEPARTMENT OF TRANSPORTATION
VEGETATION CONTROL REGULATIONS ON STATE RIGHT OF WAY

§1 Definitions.

The following words and terms, when used in these regulations, shall have the following meaning, unless the context clearly indicates otherwise:

1.1 "Board" means the Commonwealth Transportation Board as defined in §33.1-1 of the Code of Virginia.

1.2 "Boundary of any locality" means the limits of the jurisdiction of any local Board of Supervisors, Town Council, or City Council.

1.3 "Conforming outdoor advertising signs" means signs, advertisements, or advertising structures which were lawfully erected, have been lawfully maintained, and which comply with current state law, state regulations, and local ordinances.

1.4 "Department" means the Virginia Department of Transportation.

1.5 "District Administrator" means the chief executive officer in each Transportation Construction District.

1.6 "Environmental Manager - Field" means the chief environmental manager in each Transportation Construction District.

1.7 "Federal-aid primary highway" means any highway as defined in §33.1-351(b)(18) of the Code of Virginia.

1.8 "Inspector" means any employee designated by the District Administrator or Environmental Manager - Field to inspect the work performed under authority of these regulations.

VIRGINIA DEPARTMENT OF TRANSPORTATION
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1.9 "Interstate system" means any highway as defined in §33.1-48 of the Code of Virginia.

1.10 "Land Use Permit Manual" means the manual maintained by the Board for the purpose of authorizing activities within the limits of State rights of way.

1.11 "Limited access highway" means any highway as defined in §33.1-57 of the Code of Virginia.

1.12 "Nonconforming outdoor advertising sign, advertisement or advertising structure" means one as defined in §33.1-351(b)(29) of the Code of Virginia.

1.13 "Permittee" means the person, firm, or corporation owning the outdoor advertising sign, advertisement, or advertising structure or the business for whom the vegetation control work is being performed.

1.14 "Resident Engineer" means the chief executive officer of any Transportation Residency within the Commonwealth of Virginia.

1.15 "Specifications" mean the current Virginia Department of Transportation's Road and Bridge Specifications.

§2 General Provisions.

2.1 Permits will be issued to control vegetation in front of a sign/structure or business provided the vegetation control work meets the criteria set forth in these regulations. An application may be filed by an agent, including but not limited to companies which trim trees. No permit shall be issued to cut, prune or selectively thin trees for a nonconforming outdoor

VIRGINIA DEPARTMENT OF TRANSPORTATION
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advertising sign/structure.

2.2 No trees that are more than two inches in diameter will be eliminated. Selective thinning of small trees will be allowed on an individual basis to enhance the health and growth of the best trees. Brush and limbs up to two inches in diameter may be removed on a site-by-site basis. No leader branches shall be cut off in such a manner as to retard the normal upright growth of the tree. Certain larger trees that are diseased or unsightly may be removed when approved by the District Administrator.

2.3 When daylighting signs, every effort shall be made to form a picture frame around the sign with remaining vegetation so as to accent the beauty of the surrounding roadside.

2.4 A permit must be obtained from Virginia Department of Transportation prior to any vegetation control work on the state's rights of way. All work shall be performed by the permittee at his expense, including permit and inspection fees.

2.5 A violation of these regulations may result in a permittee or its agent or both losing its vegetation control permit privilege for five years. Inadvertent violations of this permit will require replacement on a four-to-one basis with suitable small trees approved by the District Administrator to enhance the roadside beauty. The District Administrator shall have full authority to determine specie and size of all replacement vegetation.

VIRGINIA DEPARTMENT OF TRANSPORTATION
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§3 Special Provisions.

3.1 The permittee shall attach two 8" x 10" color glossy photographs (a closeup and a distant view) immediately before the work is performed showing the vegetation to be controlled, the highway, and the sign or business.

3.2 The permit for selective pruning and/or tree cutting will be inspected by the Resident Engineer and Environmental Manager - Field, then forwarded with their recommendations to the District Administrator for approval or denial.

3.3 A permit may be denied any applicant, and all permits issued by the Commonwealth Transportation Board may be revoked whenever, in the opinion of the Commonwealth Transportation Commissioner or his authorized representative, the safety, use, or maintenance of the highway so requires or the integrity of the permit system so dictates.

3.4 If, during or before work begins, it is deemed necessary by the Department to assign inspectors to the work, the permittee shall pay the Department an additional inspection fee in an amount that will cover the salary, expense and mileage allowance, equipment rental, etc., of the inspector(s) assigned by the Department for handling work covered by this regulation. Said inspection fee to be paid promptly each month on bills rendered by the Department.

3.5 The absence of a state inspector does not in any way relieve the permittee of his responsibility to perform the work in accordance with provisions of these regulations or permit.

VIRGINIA DEPARTMENT OF TRANSPORTATION
VEGETATION CONTROL REGULATIONS ON STATE RIGHT OF WAY

3.6 The Resident Engineer and the Environmental Manager-Field shall be notified at least three days in advance of the date any work is to be performed and when completed, in order that an inspection may be made.

3.7 No trees, shrubs, vines, or plant material, except as covered by this regulation, shall be cut or disturbed. Stubs and dead wood in trees covered by this regulation must be removed, whether occasioned by present requirements or not.

3.8 Where permit covers the selective thinning or removal of trees, shrubs, vines, including brush to enhance the health growth of the best trees, brush and limbs up to 2 inches in diameter may be removed. Certain diseased or unsightly trees and shrubs may also be removed when approved as a part of this regulation.

3.9 Pruning of trees shall only be performed by qualified tree workers who, through related training and/or experience, are familiar with the techniques and hazards of arboricultural work including trimming, maintaining, repairing or removing trees, and the equipment used in such operations. The supervisor and tree workers shall be approved by the Environmental Manager - Field prior to issuance of a permit to perform work under this regulation.

3.10 All brush, wood, etc. shall be chipped and beneficially used or removed immediately and disposed of in a landfill which has a permit from the Virginia Department of Waste Management.

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3.11 The use of climbing irons or spurs is positively forbidden in any tree.

3.12 All access and work shall be accomplished from the abutting property side of rights of way on interstate and other limited-access highways. Any damage caused to property owned by the Commonwealth shall be repaired or replaced in kind when work is complete.

3.13 All work done under this regulation on the right of way shall in all respects be subject to Department directions and shall be completed to the satisfaction of the Environmental Manager - Field or his representative.

3.14 The Department reserves the right to stop the work at any time the terms of the regulations are not satisfactorily complied with, and the Department may, at its discretion, complete any of the work covered in the permit at the expense of the permittee. If it is in the best interest of traffic safety, the Department may complete or have completed at the expense of the permittee any of the work that must be done to properly protect the traveling public.

3.15 The permittee shall immediately have corrected any condition which may arise as a result of this work that the inspector or Resident Engineer deem hazardous to the traveling public or state maintenance forces even though such conditions may not be specifically covered in these regulations or in the Land Use Permit Manual.

VIRGINIA DEPARTMENT OF TRANSPORTATION

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3.16 Applicants and their agents to whom permits are issued shall at all times indemnify and save harmless the Commonwealth Transportation Board and the Commonwealth of Virginia and its employees, agents, and officers from responsibility, damage, or liability arising from the exercise of the privilege granted in such permit except if political subdivisions are the applicants. Then special arrangements will be made whereby the agent of the political subdivision performing the work will indemnify and save harmless the Board and others.

3.17 All work shall be performed by the permittee at his expense. All permit and inspection fees shall be paid to the Department by the permittee.

3.18 All trees and brush removed shall be cut at ground level.

3.19 Dogwood or other small flowering trees on the site shall not be removed.

3.20 The permittee agrees that if the work authorized by this regulation including any work necessary to restore shoulders, ditches, and drainage structures to their original condition, is not completed by the permittee to the satisfaction of the Resident Engineer, the Department will do whatever is required to restore the area within the right of way to Department standards, and the permittee will pay to the state the actual cost of completing the work. When the permittee is a political subdivision, this requirement will be satisfied by a sum certain which will appear in the permit.

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3.21 Road and street connections and private and commercial entrances are to be kept in a satisfactory condition. Entrances shall not be blocked. Ample provisions must be made for safe ingress and egress to adjacent property at all times. Where entrances are disturbed, they shall be restored to the satisfaction of the Department.

3.22 Road drainage shall not be blocked. The shoulders, ditches, roadside and drainage facilities, as well as the pavement, shall be kept in an operable condition satisfactory to the Department. Necessary precautions shall be taken by the permittee to ensure against siltation of adjacent properties, streams, etc., in accordance with the Virginia Erosion and Sediment Control Handbook.

3.23 Any conflicts with existing utility facilities shall be resolved between the permittee and the utility owners involved.

3.24 Where landscape is disturbed on state rights of way, it shall be replaced with a minimum of two inches of topsoil and reseeded according to Department specifications.

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Moved by Mrs. Kincheloe, seconded by
Mr. Musselwhite, that

WHEREAS, the Environmental and Human Resources
Committee of the Board, hereinafter referred to as the
Committee, has carefully reviewed the State Noise
Abatement Policy, hereinafter referred to as the
Policy; and

WHEREAS, the Committee's review revealed that the
criteria and procedures set forth in the Policy
continue to reflect a satisfactory balance between
environmental and fiscal consideration; and

WHEREAS, the Committee's review further revealed
that the terms The Cost Effectiveness Criteria of
\$20,000 Per Receptor, Extenuating Circumstances and
Receptor need to be clearly defined in the Policy;

NOW, THEREFORE, BE IT RESOLVED, that the
inclusion of said definitions in the the Policy be
approved by the Board and that the revised Policy be
effective December 1, 1990.

Motion carried.

DEFINITIONS

The following words and terms, when used in this policy, shall have the following meaning, unless clearly indicated otherwise:

"Commonwealth" means Commonwealth of Virginia.

"The Cost Effectiveness Criteria of \$20,000 Per Receptor" means the cost of the abatement measure divided by the number of impacted receptors receiving noise protection (A minimum reduction of 5 decibels). The abatement cost includes only the cost of materials and installation. It does not include costs for drainage, mobilization, median barriers, landscaping, and other incidental items.

"DBA" means "A-weighted decibel:" which is a widely accepted measure for expressing traffic noise levels.

"Design Year" means the future year used to estimate the probable traffic volume for which the highway is designed. A time of 10 to 20 years from the start of construction is usually used.

"Extenuating Circumstance" means any unforeseen situation which may arise on an individual project, and due to its sensitivity to noise and its importance or value to the community, noise abatement is warranted even though the cost effectiveness criteria or other criteria contained in the State Noise Abatement Policy are not met. An example is a noise barrier along I-495 which protects residential

properties and a church which has membership of over 1,000 people and is used regularly for religious, social, and recreational activities. Even though the cost per receptor exceeds the \$20,000 criteria, the barrier has been determined to be warranted due to the church's value to the surrounding communities, its sensitivity to noise, and the high noise levels which would occur without a barrier.

"FHWA" means Federal Highway Administration.

"Noise Abatement" means any measure taken to reduce highway traffic noise levels.

"Noise Abatement Criteria (NAC)" means numerical noise standards promulgated by the Federal Highway Administration and published in Volume 7, Chapter 7, Section 3 of the Federal Aid Highway Manual.

"Noise Barrier" means a solid structure erected between the highway and the protected property which is designed to reduce traffic noise levels at the protected property by blocking the sound waves on their path from the highway to the protected property.

"Receptor" means any property containing noise sensitive activity. Table 1 in Volume 7, Chapter 7, Section 3, of the Federal Aid Highway Program Manual lists the land use categories which are considered to contain noise sensitive activities to which the Noise Abatement Criteria apply. The list includes residential properties, both single family and multi-family, churches, schools, playgrounds, recreational areas, parks, libraries, and hospitals. Each residential unit is counted as a single receptor in the determination

of cost effectiveness of noise abatement. The weight given to other activity areas, such as schools, churches, parks, etc., during the abatement evaluation is based on several factors and is determined on an individual basis. The term noise sensitive applies only to human activity. A receptor can be a developed land or an undeveloped land for which development has been planned, designed, and programmed. The development plan, design and program must have been approved by the local jurisdiction prior to the adoption by the Commonwealth Transportation Board of the highway alignment.

"VDOT" means Virginia Department of Transportation.

State Noise Abatement Policy

It is the policy of the Virginia Department of Transportation (VDOT) to employ the following criteria and procedures in determining the need and feasibility of noise abatement measures on all highway projects in the Commonwealth. Inasmuch as VDOT does not have a retrofit noise abatement program for existing highways, this policy applies to proposed highway construction and improvement projects.

- a. Volume 7, Chapter 7, Section 3 of the Federal Aid Highway Program Manual (FHPM 7-7-3) will be the guiding document for the analysis and abatement of highway traffic noise on all proposed highway projects.
- b. In assessing traffic noise levels from a proposed project or determining the dimensions of a noise barrier, a source height of 8 feet for tractor trailers, 2.3 feet for medium trucks and 0 feet for automobiles will be used.
- c. Highway noise impacts beyond 1000 feet from the roadway will not be considered in determining the need for and the dimensions and cost of a noise barrier.
- d. A noise abatement measure will be considered if,
 1. It provides a minimum of 5 dB(A) attenuation (positive noise benefit) and

RAILROAD ACCESS: CITY OF PETERSBURG

INLAND CONTAINER CORPORATION

Moved by Mr. Warner Seconded by Dr. Howlette

that,

WHEREAS, Section 33.1-221.1:1 of the Code of Virginia declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial and commercial sites; and

WHEREAS, the Petersburg City Council has, by resolution, requested \$152,000.00, in Industrial Access Railroad Track Funds to serve the Inland Container Corporation; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221.1:1 and is in accordance with the provisions of the Commonwealth Transportation Board's policy on the use of Industrial Access Railroad Track Funds; and

WHEREAS, in accordance with the funding formula established by said policy, funding may be allocated to this project.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$70,875.00 of the Industrial Access Railroad Track funds be provided to construct new track to serve the Inland Container Corporation, located in Petersburg City, contingent upon:

1. All necessary right of way and utility adjustments being provided at no cost to the Commonwealth.
2. All costs above \$70,875.00, which is allocated herein as the industrial rail access grant, being borne by the Inland Container Corporation.
3. Execution of an agreement acceptable to the Department.

Motion carried.
12/20/90



JOHN G. MILLIKEN
CHAIRMAN

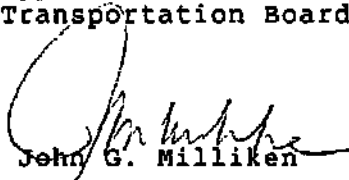
COMMONWEALTH OF VIRGINIA
COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND 23219

January 7, 1991

MEMORANDUM

To: Mr. J. S. Hodge
Mr. David R. Gehr
Mr. J. G. Ripley
Mrs. Sally H. Cooper
Mr. A. W. Coates, Jr.
Mr. J. W. Atwell

Attached is a copy of the minutes of the meeting
of the Commonwealth Transportation Board for
November 15, 1990.


John G. Milliken

Attachment

bw



JOHN G. MILLIKEN
CHAIRMAN

COMMONWEALTH OF VIRGINIA
COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND 23219

January 7, 1991

Ms. Karen F. Washabau
Director
Department of Planning and Budget
Room 414
9th Street Office Building
Richmond, Virginia 23219

Dear Ms. Washabau:

Attached for your information is a copy of the minutes of the meeting of the Commonwealth Transportation Board for November 15, 1990.

Sincerely,

A handwritten signature in cursive script, appearing to read "John G. Milliken".

John G. Milliken

Attachment

bw



JOHN G. MILLIKEN
CHAIRMAN

COMMONWEALTH OF VIRGINIA
COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND 23219

January 7, 1991

Mr. Ray D. Pethel, Vice-Chairman
Mr. Edgar Bacon
Mr. James K. Candler
Mayor Lawrence A. Davies
Mr. Daniel A. Hoffler
Dr. M. Philmore Howlette
Mrs. Constance R. Kincheloe
Mr. C. Roger Malbon
Mr. Vincent J. Mastracco, Jr.
Mr. Stephen A. Musselwhite
Mr. Robert W. Smalley
Dr. Daphne Saunders Thomas
Mr. Byron E. Waldman
Mr. Mark R. Warner
Mr. G. Morris Wells, Jr.

Members of the Commonwealth Transportation Board

Dear Members of the Board:

Attached is a copy of the minutes of the meeting of the Commonwealth Transportation Board for November 15, 1990.

Please advise if changes need to be made.

Sincerely,

A handwritten signature in dark ink, appearing to be 'JGM', written over the typed name 'John G. Milliken'.

John G. Milliken

Attachment

bw

2. The design year noise levels emanating from the project equal or exceed the FHWA Noise Abatement Criteria (NAC) given in FHPM 7-7-3 for various land use categories or
 3. The design year noise levels emanating from the project exceed existing noise levels by 10 dB(A) or more.
- e. A noise abatement measure will be considered not cost effective if the cost of the measure per receptor protected exceeds \$20,000.00. For the purpose of this provision, the term "receptor" refers to any land use category listed in Table I of FHPM 7-7-3. (For example a residential receptor would include single and multifamily dwellings).
 - f. Extenuating circumstances will be considered on an individual project basis.
 - g. For federal aid projects the responsibility for assembling all relevant information and developing noise abatement related recommendations will rest with the joint FHWA-VDOT standing Noise Abatement Committee. On non-federal aid projects the committee's function will be carried out by its VDOT members.
 - h. The Chief Engineer, on behalf of the Commonwealth Transportation Board, will make the final determination on all noise abatement related issues.

- i. For non-federal aid projects VDOT will consider and if feasible construct and maintain noise abatement measures, provided
 1. the local jurisdiction through which the project traverses agrees to assume 50% of the cost of the abatement measure and
 2. the local jurisdiction has an ordinance requiring developers to include noise abatement in their plans for residential and other noise sensitive developments adjacent to existing highways and future highway alignments previously adopted by the Commonwealth Transportation Board. VDOT staff will provide limited assistance to local jurisdictions in the preparation of the noise ordinances. The abatement measures constructed by developers will ensure compliance with the FHWA Noise Abatement Criteria, where these criteria can be reasonably achieved, but will at the minimum provide 5 dB(A) noise attenuation for each structure or activity which the abatement measure is designed to protect. If any portion of the abatement measure is located on the highway right of way, the developer will comply with VDOT's design, construction and materials specifications. The local jurisdiction will be responsible for maintaining the noise abatement measures constructed by a developer.

- j. If a local jurisdiction insists on the provision of a noise abatement measure deemed unnecessary by VDOT, arrangements may be made for the use of VDOT right of way, provided:
 - 1. The locality is willing to assume 100% of the cost of the abatement measure including but not limited to preliminary engineering, construction and maintenance and,
 - 2. VDOT's material, design and construction specifications are met.

- k. In assessing the noise impacts associated with a highway project, undeveloped lands will be treated as developed lands, if and only if a proposed land use development plan and a schedule of development have been filed with and approved by the local jurisdiction prior to the date the Commonwealth Transportation Board selects the final corridor alignment. The final decision concerning noise abatement for a propose development will be conditioned on two points.
 - 1. The noise barrier will not be constructed until the portion of the development to be protected by the abatement measure is completed to the satisfaction of VDOT, and
 - 2. When there is a substantial time lapse between the final decision and the date the development is completed, the noise abatement analysis will be updated and the decision will be reconsidered.

11/15/90

Moved by Mr. Musselwhite, seconded by Dr. Thomas,
that

WHEREAS, in connection with Route Alt. 58, State Highway Project 2597-07, the Commonwealth acquired certain lands from Roy N. Evans and Clyde Mae Evans by deed dated April 25, 1951, recorded in Deed Book 303, Page 156; from C. A. Evans and Gussie E. Evans by deed dated October 2, 1951, recorded in Deed Book 306, Page 48; from G. S. Pack and Mamie Pack by deed dated April 25, 1951, recorded in Deed Book 303, Page 155; and in conjunction with State Highway Project 6058-097-109, RW-202, from Roy N. Evans, Jr. and Aleta A. Evans by deed dated December 26, 1972, recorded in Deed Book 451, Page 268. These deeds are recorded in the Office of the Clerk of the Circuit Court of Wise County; and

WHEREAS, under Project 6058-097-102, RW-202, a portion of Route Alt. 58 was relocated in a northern direction and serves the same citizens as the old location; and

WHEREAS, a section of old Route Alt. 58 was abandoned by the Commonwealth Transportation Board effective October 24, 1990; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the excess land lying south of and adjacent to the south normal limits of Route Alt. 58, from a point approximately 100 feet opposite approximate Station 551+00 (Route Alt. 58 centerline) to a point approximately 175 feet opposite approximate Station 555+45 (Route Alt. 58 centerline), containing 3.12 acres, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System; and

WHEREAS, inasmuch as the remaining lands are suitable for independent development, it is proposed that the property be offered to a State agency or be advertised for the receipt of sealed bids, reserving the right to reject any and all bids; and provided the high bid received is not satisfactory to the Department, a sale will be negotiated with any person or persons willing to pay an amount that is satisfactory.

11/15/90

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed, without warranty, conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions and conditions as may be deemed appropriate.

Motion carried.

Moved by Mr. Musselwhite, seconded by Dr. Thomas, that

WHEREAS, in connection with Route 60, State Highway Project 0060-072-101, RW-201, the Commonwealth acquired certain lands from Ida R. Scruggs by deed dated October 11, 1973, recorded in Deed Book 115, Page 476 in the Office of the Clerk of the Circuit Court of Powhatan County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.288 acre, more or less, and lying east of and adjacent to the east normal right of way limits of Connection Route 13, from a point approximately 60 feet opposite approximate Station 591+95 (Route 60 EBL centerline) to a point approximately 50 feet opposite approximate Station 14+00 (Connection Route 13 centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that the excess right of way be conveyed.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed without warranty conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed appropriate.

Motion carried.

11/15/90

Moved by Mr. Musselwhite, seconded by Dr. Thomas,
that

WHEREAS, in connection with Route 460, State Highway Project 6297-009-103, RW-201, RW-202, the Commonwealth acquired certain lands from W. H. Burruss, Jr., et al by instrument dated September 19, 1966, recorded in Deed Book 335, Page 469 in the Office of the Clerk of the Circuit Court of Bedford County; and

WHEREAS, the Commonwealth is the apparent owner of the Old Lynchburg-Salem Turnpike; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 1.12 acres, more or less, and lying on the south side of and adjacent to the south normal right of way limits of Route 460, from a point approximately 73 feet opposite approximate Station 388+00 (EBL centerline) to a point approximately 60 feet opposite approximate Station 398+00 (EBL centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that the excess right of way be conveyed.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a quitclaim deed conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed appropriate.

Motion carried.

Moved by Mr. Musselwhite, seconded by Dr. Thomas,
that

WHEREAS, in connection with Route 598 (formerly Route 26), State Highway Project 490, the Commonwealth acquired certain lands from Hardwood Lumber and Mining

11/15/90

Company by deed dated July 15, 1927, recorded in Deed Book 16, Page 334 in the Office of the Clerk of the Circuit Court of Bland County; and

WHEREAS, under Project 0598-010-7115-436, Route 598 was relocated in a northern direction and serves the same citizens as the old location; and

WHEREAS, a section of old Route 598 was abandoned by the Commonwealth Transportation Board, effective October 24, 1990; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 1.03 acres, more or less, and lying south of and adjacent to and approximately adjacent to the south normal right of way limits of Route 598, from a point approximately 60 feet opposite approximate Station 2077+80 (office revised centerline, Project 0598-010-7115-436) to a point approximately 70 feet opposite approximate Station 2082+50 (office revised centerline, Project 0598-010-7115-436) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System; and

WHEREAS, the adjoining landowner has requested that the Commonwealth convey the excess lands, so acquired.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is hereby approved and the Commonwealth Transportation Commissioner is authorized to execute a deed in the name of the Commonwealth conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed appropriate.

Motion carried.

Moved by Mr. Musselwhite, seconded by Dr. Thomas, that

WHEREAS, in connection with Route 637, State Highway Project 0637-058-162, C-501, the Commonwealth acquired certain lands from William A. Hite and Mabel S. Hite by instrument dated January 23, 1975,

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recorded in Deed Book 244, Page 642 in the Office of the Clerk of the Circuit Court of Mecklenburg County; and

WHEREAS, Route 619 has been altered and a new road has been constructed and approved, which the new road serves the same citizens as the old road; and

WHEREAS, by resolution passed by the Mecklenburg County Board of Supervisors dated April 9, 1979, sections of Route 619 were abandoned, effective April 26, 1979; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land lying southwest of and adjacent to the southwest normal right of way limits of Route 619, from a point approximately 30 feet opposite approximate Station 10+75 (Route 619 centerline) to a point approximately 30 feet opposite approximate Station 12+00 (Route 619 centerline), containing approximately 0.136 acre, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the Secondary System of State Highways; and

WHEREAS, the adjacent landowner has requested that the Commonwealth convey to him the excess land that is no longer required.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, to the adjoining landowner is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed appropriate.

Motion carried.

Moved by Mr. Musselwhite, seconded by Dr. Thomas, that

WHEREAS, in connection with Route 639, State Highway Project 0639-016-121, C-501, the Commonwealth acquired certain lands from E. H. Coghill and Marion Coghill by instrument dated December 19, 1967, recorded in Deed Book 168, Page 81 in the Office of the Clerk of the Circuit Court of Caroline County; and

11/15/90

WHEREAS, Route 639 was relocated and the new location serves the same citizens as the old location; and

WHEREAS, the old location of Route 639, from Station 165+70 to Station 180+60, was abandoned by the Board of Supervisors of Caroline County at its meeting on February 17, 1969, effective April 25, 1969; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing approximately 0.110 acre, more or less, comprising a portion of old Route 639, lying southeast of and adjacent to the southeast normal right of way limits of Route 639, from a point approximately 35 feet opposite approximate Station 177+20 (Route 639 centerline) to a point approximately 35 feet opposite approximate Station 179+30 (Route 639 centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the Secondary System of State Highways; and

WHEREAS, the adjoining landowner has requested that the Commonwealth convey to him the excess land, so acquired, in order to more fully develop the adjacent lands.

NOW, THEREFORE, the conveyance of the said land, so certified, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjacent landowner of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed appropriate.

Motion carried.

Moved by Mr. Smalley, seconded by Mr. Wells, that

WHEREAS, in response to a formal request by the Chesterfield County Board of Supervisors that Routes 2347 (Lockshire Drive), Route 2636 (Newquay Road), Route 2637 (Walhala Drive) and Route 2638 (Ramsgate Lane) between Route 360 (Hull Street Road) and Route 678 (Providence Road) and that Route 2682 (Broadstone Road) between Route 2637 (Walhala Drive) and Route 360 (Hull Street Road) be considered for restriction of through truck traffic pursuant to the provisions of

11/15/90

Section 46.2-809 (formerly Section 46.1-171.2) of the Code of Virginia, this matter has been carefully reviewed; and

WHEREAS, the Chesterfield County Board of Supervisors has conducted a public hearing on this restriction; and

WHEREAS, the routes in question traverse a predominantly non-commercial area; and

WHEREAS, a restriction on the proposed routes would not present any undue hardship; and

WHEREAS, proper notice was given by posting signs and publishing notices advising the public of the proposed restriction and requesting written comments; and

WHEREAS, careful consideration has been given to the recommendations received, the available alternate routes and the past practices of the Department;

NOW, THEREFORE, BE IT RESOLVED, that Route 2347 (Lockshire Drive), Route 2636 (Newquay Road), Route 2637 (Walhala Drive) and Route 2638 (Ramsgate Lane) between Route 360 (Hull Street Road) and Route 678 (Providence Road) and that Route 2682 (Broadstone Road) between Route 2637 (Walhala Drive) and Route 360 (Hull Street Road) be restricted to through truck traffic in accordance with Section 46.2-809 of the Code of Virginia.

Motion carried.

Moved by Mr. Smalley, seconded by Mr. Wells, that

WHEREAS, in response to a formal request by the Stafford County Board of Supervisors that Route 1395 (Greenridge Drive) between Route 631 (Coal Landing Road) and Route 721 (Old Concord Road) be considered for restriction of through truck traffic pursuant to the provisions of Section 46.2-809 (formerly Section 46.1-171.2) of the Code of Virginia, this matter has been carefully reviewed; and

WHEREAS, the Stafford County board of Supervisors has conducted a public hearing on this restriction; and

11/15/90

WHEREAS, the route in question traverses a predominantly residential area; and

WHEREAS, a restriction on the proposed routes would not present any undue hardship; and

WHEREAS, proper notice was given by posting signs and publishing notices advising the public of the proposed restriction and requesting written comments; and

WHEREAS, careful consideration has been given to the recommendations received, the available alternate routes and the past practices of the Department;

NOW, THEREFORE, BE IT RESOLVED, that Route 1395 (Greenridge Drive) between Route 631 (Coal Landing Road) and Route 721 (Old Concord Road) be restricted to through truck traffic in accordance with Section 46.2-809 of the Code of Virginia.

Motion carried.

Moved by Mr. Smalley, seconded by Mr. Bacon, that

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

WHEREAS, the Buchanan County Board of Supervisors has, by resolution, requested industrial access funds to provide adequate access to the facilities of Buchanan Bolt, Inc., located off Route 650 in the County of Buchanan, and said access is estimated to cost \$130,000; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and complies with the provisions of the Commonwealth Transportation Board's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$130,000 of the 1990-91 Fiscal Year Industrial Access Fund be allocated to provide adequate access to Buchanan Bolt, Inc., located in the County of Buchanan, Project 1000-013-528, M501, B680, contingent upon:

11/15/90

1. Any necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
2. Documentary evidence being submitted that this firm has entered into a firm contract to construct and operate its facilities at the proposed site and has expended or is under firm contract to expend at least \$1,300,000 for eligible capital outlay; and
3. All eligible project costs in excess of the amount of Industrial Access Funds authorized to this project and any ineligible costs being provided from sources other than those administered by the Virginia Department of Transportation.

Motion carried.

Moved by Mr. Smalley, seconded by Mr. Bacon,
that

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

WHEREAS, on August 16, 1990, the Commonwealth Transportation Board allocated \$110,000 to provide access for DeRoyal Industries, Inc., Project 0638-052-217, N501, subject to certain contingencies; and

WHEREAS, DeRoyal Industries, Inc., subsequently announced a change in location for its proposed manufacturing facility and the Board of Supervisors of Lee County has requested that the project's length be increased to provide adequate access to the industry; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and complies with the provisions of the Commonwealth Transportation Board's policy on the use of industrial access funds.

11/15/90

NOW, THEREFORE, BE IT RESOLVED that this Board's action of August 16, 1990, is hereby amended to increase the length of this project to 0.92 mile, contingent upon:

1. All necessary right of way and utility adjustments being provided at no cost to the Industrial Access Fund; and
2. Documentary evidence being submitted that the industry has entered into a firm contract to construct and operate its facilities at the proposed site; and
3. Authorization of funds being based on 10% of documented eligible capital outlay by the industry, not to exceed \$110,000; and
4. The Industrial Access Fund providing not more than one-half of eligible project costs for the Route 638 improvement project, not to exceed the amount of Industrial Access Funds authorized to this project; and
5. All eligible project costs in excess of the amount of Industrial Access Funds authorized to this project and any ineligible costs being provided from Lee County's secondary construction funds.

Motion carried.

Moved by Mr. Smalley, seconded by Mr. Bacon, that

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

WHEREAS, the Pulaski County Board of Supervisors has, by resolution, requested industrial access funds to provide adequate access to the facilities of BBA Friction, Inc., and to Parcel 15, located in the Pulaski County Corporate Center, and said access is estimated to cost \$174,000; and

11/15/90

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and complies with the provisions of the Commonwealth Transportation Board's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$174,000 of the Industrial Access Fund be allocated to provide adequate access to BBA Friction, Inc., and to Parcel 15 of the Pulaski County Corporate Center, located in Pulaski County, Project 0812-077-165, M504, contingent upon:

1. All necessary right of way and utility adjustments being provided at no cost to the Commonwealth
2. Documentary evidence being submitted that BBA Friction, Inc., has entered into a firm contract to construct and operate its facilities at the proposed site and has expended or is under firm contract to expend at least \$1,270,000 for eligible capital outlay
3. The execution of an appropriate contractual agreement, with acceptable surety, between the Pulaski County Board of Supervisors (County) and the Virginia Department of Transportation (VDOT) to provide for:
 - a. The design, administration and construction of this project,
 - b. The payment of all ineligible project costs, and of any eligible project costs in excess of this allocation, from sources other than those administered by VDOT,
 - c. The forfeiture of the surety in the amount of \$47,000 to be provided by the County, in the event that an industry has neither expended nor is under firm contract to expend at least \$470,000 for eligible capital outlay on Parcel 15 of the Pulaski County Corporate Center by November 15, 1992, and

11/15/90

- d. VDOT determining eligible capital expenditure in accordance with current policy and procedure.

Motion carried.

Moved by Mr. Smalley, seconded by Mr. Bacon, that

WHEREAS, Section 33.1-75.1 Code of Virginia, prescribes the annual allocation of state funds to provide an equivalent matching allocation for certain local funds designated by the governing body, to be placed in a special fund account known as "County Primary and Secondary Road Fund"; and

WHEREAS, this special fund account "...shall be used solely for the purposes of either (i) maintaining, improving, or constructing the primary and secondary system within such county, or (ii) bringing subdivision streets, used as such prior to July 1, 1980, up to standards sufficient to qualify them for inclusion in the state primary and secondary system..."; and

WHEREAS, the governing bodies of the counties electing to participate in this program for Fiscal Year 1990-91 have, with the Department, identified specific eligible items of work to be financed from the special fund account as indicated on "Attachment A"; and

WHEREAS, certain counties were allocated funds for Fiscal Year 1990-91 at the July 19, 1990 meeting of the Commonwealth Transportation Board, pending approval of certain specific eligible items of work; and

WHEREAS, the governing bodies of these certain counties have, with the Department, now identified specific eligible items of work to be financed from this special fund account as indicated on "Attachment A"; and

WHEREAS, it appears that these items of work fall within the intent of Section 33.1-75.1 Code of Virginia, and comply with the guidelines of the Department for use of such funds.

11/15/90

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the allocation of these funds as set forth in "Attachment A".

Motion carried.

ATTACHMENT A
DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA
COUNTY PRIMARY AND SECONDARY FUND
1990-91 FISCAL YEAR

District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	State Allocation
Bristol	Buchanan	\$424,000	\$424,000	\$848,000	R000-013-101, PE100	\$424,000.00
	Dickenson	\$424,000	\$424,000	\$848,000	0633-025-P66,N501	\$8,850.00
					0784-025-P56,N501	\$2,000.00
					0711-025-P61,N501	\$9,800.00
					0741-025-P57,N501	\$5,200.00
					0655-025-P64,N501	\$5,600.00
					0652-025-P65,N501	\$14,250.00
					0720-025-P60,N501	\$2,500.00
					0607-025-P67,N501	\$4,000.00
					0729-025-P59,N501	8,718.50
					0797-025-P55,N501	\$7,900.00
					0678-025-P63,N501	\$6,400.00
					RT 1008, BI 0196 *	\$6,750.00
					RT 0632, BI 5001 *	\$23,750.00
					RT 0631, BI 0196 *	\$1,000.00
					RT 1006, BI 0196 *	\$2,750.00
					RT 0649, BI 5004 *	\$30,500.00
					RT 0637, BI 5006 *	\$21,700.00
					RT 0637, BI 5007 *	\$111,052.00
					RT 0752, BI 5010 *	\$12,750.00
					RT 0812, BI 5011 *	\$57,750.00
					Rt 0641, BI 5005 *	\$12,000.00

ATTACHMENT A
DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA
COUNTY PRIMARY AND SECONDARY FUND
1990-91 FISCAL YEAR

District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	State Allocation
					Rte 754, BI 5009 *	\$20,381.50
					0637-025-233,N501 *	\$2,198.00
					0672-196-353,CS01 *	\$46,200.00
	Lee	\$424,000	\$424,000	\$848,000	0606-052-T02, N501**	\$424,000.00
	Russell	\$424,000	\$424,000	\$848,000	0624-083-T94,N501**	\$44,389.50
					0615-083-T95,N501**	\$40,000.00
					0635-083-T96,N501	\$6,442.50
					0637-083-T97,N501	\$27,654.00
					0670-083-T98,N501	\$74,147.50
					0732-083-T99,N501	\$55,000.00
					0622-083-T00,N501	\$145,274.00
					0620-083-T01,N501**	\$31,092.50
	Scott	\$12,700	\$12,700	\$25,400	0722-084-P84,N501	\$12,700.00
	Tazewell	\$424,000	\$424,000	\$848,000	Rt. 8000, BI 5603	\$200,000.00
					Rt 0602, BI 5000 *	\$12,500.00
					Rt 0603, BI 5001 *	\$9,250.00
					Rt 0609, BI 5002 *	\$16,500.00
					Rt 0623, BI 5003 *	\$9,500.00
					Rt 0624, BI 5004 *	\$28,000.00
					Rt 0635, BI 5005 *	\$17,500.00
					Rt 0643, BI 5006 *	\$21,500.00

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DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA
COUNTY PRIMARY AND SECONDARY FUND
1990-91 FISCAL YEAR

District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	State Allocation
					Rt 0643, BI 5007 *	\$15,000.00
					Rt 0644, BI 5008 *	\$3,750.00
					Rt 0644, BI 5009 *	\$13,650.00
					Rt 0655, BI 5010 *	\$17,500.00
					Rt 0734, BI 5011 *	\$3,700.00
					Rt 0744, BI 5012 *	\$16,500.00
					Rt 0759, BI 5013 *	\$11,700.00
					Rt 0774, BI 5014 *	\$2,200.00
					Rt 0817, BI 5015 *	\$8,250.00
					Rt 0830, BI 5016 *	\$7,000.00
					Rt 1007, BI 5017 *	\$3,500.00
					Rt 1202, BI 5018 *	\$6,500.00
Wise		\$424,000	\$424,000	\$848,000	0636-097-320,N501	\$21,200.00
					0610-097-341,B660	\$29,250.00
					0680-097-366,N501	\$39,000.00
					RT 1000, BI 5011 *	\$21,147.00
					RT 9777, BI 5012 *	\$8,370.50
					RT 9777, BI 5013 *	\$8,073.00
					RT 0614, BI 5014 *	\$9,847.50
					RT 0686, BI 5016 *	\$18,770.50
					RT 1118, BI 5017 *	\$1,231.00
					RT 1121, BI 5018 *	\$5,170.00
					RT 0699, BI 5019 *	\$33,481.00

ATTACHMENT A
DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA
COUNTY PRIMARY AND SECONDARY FUND
1990-91 FISCAL YEAR

District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	State Allocation
					RT 0742, BI 5021 *	\$22,156.50
					Rt 0652, BI 5020 *	\$73,703.00
					Rt 0749, BI 0285 *	\$18,744.00
					Rt 0713, BI 0285 *	\$11,825.00
					Rt 0620, BI 5022 *	\$53,317.50
					0613-097-307, N501 *	\$46,713.50
Culpeper	Albemarle	\$424,000	\$424,000	\$848,000	0631-002-128, C503	\$250,000.00
					0601-002-225, B653	\$50,000.00
					0743-002-235, C501	\$124,000.00
	Culpeper	\$279,900	\$279,900	\$559,800	0619-023-P92, N501	\$200,000.00
					0626-023-193, N501	\$79,900.00
	Orange	\$10,600	\$10,600	\$21,200	068-8003-5601-572	\$10,600.00
Fredericksburg	Spotsylvania	\$183,905	\$183,905	\$367,810	0639-088-194, C501	\$158,905.00
					Rt 0602, BI 5000	\$25,000.00
	Stafford	\$424,000	\$424,000	\$848,000	0684-089-197, C501	\$275,000.00
					Rt 0700, BI 5001	\$50,000.00
					Rt 0654, BI 5002	\$40,000.00
					Rt 8000, BI 5603	\$30,000.00
					0631-089-210, N501	\$29,000.00
	Westmoreland	\$12,700	\$12,700	\$25,400	Rt. 8000, BI 5603	\$12,700.00

ATTACHMENT A
DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA
COUNTY PRIMARY AND SECONDARY FUND
1990-91 FISCAL YEAR

District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	State Allocation
Lynchburg	Amherst	\$84,800	\$84,800	\$169,600	Rt 0613, BI 5001	\$84,800.00
Northern VA	Arlington	\$424,000	\$424,000	\$848,000	0120-000-115,C501	\$424,000.00
					RT 0665, BI 5001	\$250,000.00
	Fairfax	\$424,000	\$424,000	\$848,000	Rt 0620, BI 5001	\$174,000.00
					Loudoun	\$424,000
	Prince William	\$424,000	\$424,000	\$848,000	0007-053-R20, M501**	\$35,000.00
					0637-053-250,C501	\$168,500.00
					0606-053-205,C501	\$170,500.00
					RT 0668, BI 5000	\$60,571.43
					RT 0640, BI 5001	\$60,571.43
					RT 0610, BI 5002	\$116,142.85
Richmond	Chesterfield	\$424,000	\$424,000	\$848,000	RT 1538, BI 5003	\$60,571.43
					RT 1826, BI 5004	\$5,000.00
Dinwiddie	Goochland	\$170,500	\$170,500	\$341,000	0253-076-R04, M501**	\$60,571.43
					RT 1279, BI 5006**	\$60,571.43
Richmond	Chesterfield	\$424,000	\$424,000	\$848,000	0651-020-266, C501**	\$215,000.00
					0637-020-221, C501	\$209,000.00
Dinwiddie		\$170,500	\$170,500	\$341,000	0466-026-R07, PE101, RM201, M501	\$170,500.00
Goochland		\$18,700	\$18,700	\$37,400	RT 8000, BI 5603	\$18,700.00

ATTACHMENT A
DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA
COUNTY PRIMARY AND SECONDARY FUND
1990-91 FISCAL YEAR

District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	State Allocation
	Manover	\$424,000	\$424,000	\$848,000	RT 8000, BI 5603	\$50,000.00
					0301-042-R06,RW201,C501	\$376,000.00
	Mecklenburg	\$93,600	\$93,600	\$187,200	0722-058-243,M501 **	\$93,600.00
Salem	Bedford	\$424,000	\$424,000	\$848,000	Rt 8000, BI 5603	\$424,000.00
	Botetourt	\$14,300	\$14,300	\$28,600	Rt 8000, BI 5603	\$14,300.00
	Craig	\$21,200	\$21,200	\$42,400	Rt 8000, BI 5603	\$21,200.00
	Henry	\$212,000	\$212,000	\$424,000	Rt 8000, BI 5603	\$212,000.00
	Montgomery	\$42,400	\$42,400	\$84,800	0675-060-155,C501	\$42,400.00
	Pulaski	\$87,600	\$87,600	\$175,200	0701-077-180,M501	\$87,600.00
	Roanoke	\$424,000	\$424,000	\$848,000	RT 0622, BI 5010	\$20,000.00
					RT 0624, BI 5011	\$12,500.00
					Rt. 0671, BI 5012	\$10,000.00
					RT 0777, BI 5013	\$4,100.00
					RT 1160, BI 5014	\$2,000.00
					Rt 1161, BI 5015	\$2,000.00
					RT 0929, BI 5016	\$3,500.00
					RT 1404, BI 5017	\$7,500.00
					RT 8000, BI 5603 **	\$64,200.00

ATTACHMENT A
DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-79.1, CODE OF VIRGINIA
COUNTY PRIMARY AND SECONDARY FUND
1990-91 FISCAL YEAR

District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	State Allocation
					RT 1808, BI 5018	\$5,000.00
					RT 1832, BI 5019	\$6,000.00
					RT 0720, BI 5020	\$5,700.00
					RT 0795, BI 5021	\$42,500.00
					RT 1717, BI 5022	\$5,500.00
					RT 1718, BI 5023	\$2,700.00
					RT 1726, BI 5024	\$7,200.00
					RT 0758, BI 5025	\$30,000.00
					RT 1050, BI 5026	\$5,000.00
					RT 1051, BI 5027	\$8,000.00
					RT 1052, BI 5028	\$3,000.00
					RT 1053, BI 5029	\$3,000.00
					RT 1055, BI 5030	\$8,500.00
					RT 1057, BI -5031	\$2,500.00
					RT 1825, BI 5032	\$3,300.00
					RT 1825, BI -5033	\$2,700.00
					RT 1851, BI 5034	\$8,500.00
					RT 0618, BI 5035	\$12,200.00
					RT 0651, BI 5036	\$16,000.00
					RT 0666, BI 5037	\$15,000.00
					RT 0749, BI 5038	\$16,300.00
					RT 0690, BI 5039	\$12,500.00
					RT 0694, BI 5040	\$25,000.00

ATTACHMENT A
DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA
COUNTY PRIMARY AND SECONDARY FUND
1990-91 FISCAL YEAR

District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	State Allocation
					RT 1315, BI 5041	\$1,900.00
					RT 1329, BI 5042	\$6,100.00
					RT 1679, BI 5043	\$6,800.00
					RT 1794, BI 5044	\$22,500.00
					RT 1796, BI 5045	\$13,500.00
					RT 1797, BI 5046	\$1,300.00
Staunton	Augusta	\$424,000	\$424,000	\$848,000	RT 0720, BI 5008	\$17,571.00
					0692-007-302,N501 **	\$30,000.00
					1103-007-321,0688	\$13,000.00
					0887-007-320,N501 **	\$53,071.00
					Rt 0624, BI 5005	\$7,500.00
					0871-007-317,N501**	\$60,571.00
					Rt 0950, BI 5006	\$750.00
					Rt 0611, BI 5007	\$12,500.00
					0865-007-316,N501	\$47,321.00
					RT 0917, BI 5009	\$40,000.00
					RT 0613, BI 5010	\$20,571.00
					0787-007-P13,N501	\$43,071.00
					0775-007-322,N501	\$7,500.00
					0775-007-322,B689	\$10,000.00
					RT 0761, BI 5011**	\$60,574.00
	Frederick	\$424,000	\$424,000	\$848,000	0642-034-218,C501	\$424,000.00

ATTACHMENT A
DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA
COUNTY PRIMARY AND SECONDARY FUND
1990-91 FISCAL YEAR

District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	State Allocation
	Rockingham	\$260,900	\$260,900	\$521,800	0033-082-123,N501	\$60,700.00
					Rt 8000, BI 5603	\$30,600.00
					Rt 1207, BI 0206	\$42,400.00
					0682-082-243,N501	\$127,200.00
Suffolk	Isle of Wight	\$169,600	\$169,600	\$339,200	0600-046-239,N501	\$100,000.00
					Rt 8000, BI 5603**	\$69,600.00
	James City	\$424,000	\$424,000	\$848,000	0614-047-132,N504	\$300,000.00
					0614-047-132,N503	\$109,000.00
					0031-047-104,N501 **	\$15,000.00
	York	\$73,000	\$73,000	\$146,000	0171-099-R04,N501	\$65,000.00
					RT 1545, BI 5003	\$8,000.00
	City of Suffolk	\$61,500 **	\$61,500 **	\$145,000	Rt 8000, BI 5603	\$31,000.00
					Rt 8000, BI 5603	\$30,500.00
STATE TOTAL - 37 COUNTIES					Total allocated to projects	\$9,865,905.00
					Amount Unallocated	\$134,095.00 ***
					Total	\$10,000,000.00

* NOTE: New items of work not previously approved by the Commonwealth Transportation Board

** NOTE: Technical corrections to items approved at the July 19, 1990 meeting of the CTB

*** NOTE: \$134,095.00 short fall in assignment of \$10,000,000.00 county/state funds available is the result of 2 counties reducing their participation from that previously committed.

11/15/90

Moved by Mr. Waldman, seconded by Dr. Thomas,
that

WHEREAS, the authorization for the current federal surface transportation act expires as of September 30, 1991; and

WHEREAS, the initial construction of the interstate Highway system, which has driven federal transportation policy since 1956, will be virtually complete by the end of the current authorization; and

WHEREAS, the federal-state-local partnership in transportation has historically served the nation and the Commonwealth well; and

WHEREAS, the federal government in recent years had decreased its traditional commitment to, and investment in, transportation; and

WHEREAS, there is a compelling and overriding need for a new national transportation program which meets the present and future needs of the Commonwealth and the nation;

NOW, THEREFORE, BE IT RESOLVED, that on November 15, 1990, the Commonwealth Transportation Board does hereby endorse the attached Commonwealth of Virginia Policy Goals for a new National Surface Transportation Act.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation board intends to remain actively involved in the national dialogue on the future federal role in establishing and investing in national transportation policies and priorities.

BE IT FINALLY RESOLVED, that this resolution and the attached Policy Goals be forwarded to the Governor for his consideration, adoption and further action as appropriate.

Motion carried.

Commonwealth Policy Goals

1. Renew and recapitalize the federal, state and local partnership through at least a four year re-authorization of the federal surface transportation program by September 30, 1991.
2. Oppose any use of traditional Transportation Trust Fund user revenues for non-transportation purposes, minimize exemptions and diversions, and provide additional obligation authority for Virginia's Trust Fund balances.
3. Provide substantial increases in federal spending for highways and public transportation over current levels which have declined in real terms as transportation needs have grown significantly. This recommendation recognizes that additional user revenues have been made available for transportation purposes, and that there are substantial balances in the Trust Fund. New spending levels should equal the revenues plus interest available in the Transportation Trust Fund.
4. Provide for preservation, improvement and capacity expansion of the nation's aging Interstate System and other key national highways and bridges through designation of a national highway system with spending levels that, at a minimum, meet the needs of the Commonwealth of Virginia for maintaining and improving its portion of the national system.
5. Create a flexible, consolidated highway program for other roads and bridges, a separate flexible program for transit, and provide incentives for increased coordination among all modes of transportation.
6. Continue separate federal programs for public transportation through stable, reliable and dedicated revenue sources with increased reliance on formula allocations and expanded use of multi-year funding commitments. Assure that federal matching requirements and other incentives support balanced transportation decisions among the modes.
7. Require full apportionment and spending authority for federal highway funds to states employing use-based allocation processes and reducing the number of program categories.
8. Place increased emphasis on urban/suburban congestion relief through the national highway system, flexible highway program and categorical and flexible transit programs and in the allocation of federal funds to the states.
9. Develop national transportation policies and programs which recognize that transportation is impacted by national

environment and energy goals. Assure the development of coordinated, mutually re-enforcing policies that are consistent with transportation's primary contribution to mobility and desired economic development.

10. Create federal incentives and greater flexibility for state and local governments to blend revenue sources; promote creative financing techniques; and, encourage state and local governments to promote national safety, environment, energy and clean air goals in the development and implementation of their transportation programs.
11. Tolls should be permissible where practical and necessary on new federally assisted projects and on existing facilities, including the Interstate System, for capacity expansion and improvements in the event Federal spending is insufficient for such projects. This policy should not require reimbursement of past Federal spending.
12. Incorporate and enhance the existing advance construction and advanced right-of-way acquisition provisions in the new program.
13. Increase federal investment in research and development. Obtain federal involvement in the Commonwealth's development and demonstration of new technologies, such as Intelligent Vehicle Highway Systems (IVHS) and advanced transit technologies.
14. Reevaluate the relative cost and effectiveness of federal sanctions and mandates which withhold Highway Trust Fund revenues from state and local governments as a punitive means to enforce various federal requirements.
15. Strengthen federal transportation policies and incentives to better integrate local transportation and land use decisions so as to significantly improve the long-term cost effectiveness and practicality of new transportation investments.
16. Oppose any increase in the federal limitation on size and weight of trucks unless and until the federal government imposes adequate new vehicle safety and highway design standards and increased user fees to fully reimburse states for the resulting increase in bridge and pavement damage. State and local authority to determine truck access policies and decisions based on safety considerations should be strengthened.

11/15/90

Mr. Musselwhite, Chairman of the Internal Audit Committee, presented a report on the Committee's meeting of September 19, 1990. On motion of Mr. Musselwhite, seconded by Mr. Bacon, the Board adopted the report, as follows:

"The Commonwealth Transportation Board's Internal Audit Committee met on September 19, 1990, with members of the Internal Audit Division. The committee reviewed the Advance Fund Report and Capital Outlay Report. The Committee accepts as adequate the actions taken, or to be taken, on the reports. Follow-up information on the Cash Control/Norfolk-Virginia Beach Expressway, Rail and Public Transportation, and Equal Employment Opportunity Division reports were also presented. The Committee accepts those actions where resolution has been made and defers those items where resolution has not been made until further information is made available."

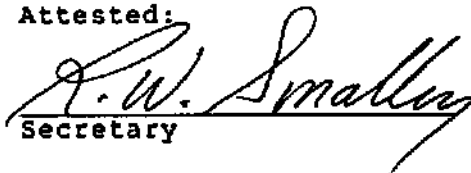
Meeting adjourned at 12:30 p.m.

The next regular meeting will be held in Richmond, Virginia on December 20, 1990.

Approved:


Chairman

Attested:


Secretary



City of Hampton

22 Lincoln Street
Hampton, VA 23669
www.hampton.gov

Official Record

Resolution: 18-0113

File Number: 18-0113

Resolution Requesting the Commonwealth Transportation Board Remove a Portion of the Limited Access on the North Side of Hampton Roads Center Parkway in the City of Hampton, Virginia in the Vicinity of Coliseum Drive Pursuant to 24VAC30-380-10

WHEREAS, Hampton Roads Center Parkway was designated with a limited access right-of-way line when it was constructed;

WHEREAS, the City of Hampton wishes to extend Coliseum Drive to the north at Hampton Roads Center Parkway, which requires the removal of the limited access line;

WHEREAS, an environmental analysis was conducted and revealed no issues; and

WHEREAS, a traffic analysis has been performed for this roadway, and the new extension will be designed so there is sufficient capacity to support the additional trips.

NOW, THEREFORE, BE IT RESOLVED: that the City Council of Hampton respectfully requests the Commonwealth Transportation Board to grant approval for the removal of the limited access line along Hampton Roads Center Parkway in the vicinity of Coliseum Drive.

approved by the Hampton City Council on 3/28/2018.

Aye: 6 Vice Mayor Curtis, Councilmember Gray, Councilmember Hobbs, Councilmember Snead, Councilmember Moffett and Mayor Tuck

Nay: 1 Councilmember Schmidt

Signed by: Donnie R. Tuck
Donnie R. Tuck

Date MAR 28 2018

Attested by: Katherine K. Glass
Katherine K. Glass

Date MAR 28 2018

Project Title: Coliseum Dr. Extension A
Project Number: U000-114-R01, P101, R201, C501, D622
USGS Quad Name: Newport News North
(paste .jpg or .gif topo image below)

