

**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. Kincheloe.

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 21.1-41.1  
Code of Virginia

MUNICIPALITY Town of Blacksburg

STREET NAME - ROUTE NUMBER #	FROM	TERMINI	R/W WIDTH (FEET)	PAVEMENT WIDTH (FEET)	CENTER- LINE MILES	NUMBER OF LANES	LANE MILES	FUNC. 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 JPD TPD ENGINEER DATE 1-27-86

1 of 2  
Submits in:  
Resident Engineer in Triplicate

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	TO	ROW WIDTH (FEET)	PAVEMENT WIDTH (FEET)	CENTER LINE MILES	NUMBER OF LANES	LANE MILES	FURC. 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	
Flayng 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	
Coalg St.	Roanoke St. -	North .05 miles		40'	20'	.05	2	.10	

\*COUNCIL RESOLUTION & MAP ATTACHED

SIGNED *John E. Lindsey, Town Manager*  
 MUNICIPAL OFFICIAL DATE 10-4-85  
 By: *Joseph W. Ramsey*

SIGNED *Joseph W. Ramsey* DATE 12-11-85  
 RESIDENT ENGINEER  
 CLASSIFIED BY Joe DATE 1-22-86  
 TPO ENGINEER



SECONDARY STREET ADDITIONS  
TOWNS UNDER 3,500 POPULATION  
SECTIONS 33.1-80 AND 33.1-82 OF THE 1979 CODE OF VIRGINIA AS AMENDED

TOWN Groftioes

TOTAL ADDITIONAL MILEAGE REQUESTED 1.38

SUBMITTED BY THE TOWN (Date 9/13/85) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12/10/85)

2.76 Lane Miles

NAME OF STREET	FROM TO (if widths vary list each change)	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF SURFACE	CLAMP MILE	REMARKS
Cherry Avenue	10th to 14th Street	60 feet	20 feet	1,267 feet			.24	
Elm Avenue	3rd to 6th Street	60 feet	20 feet	950 feet			.18	
Elm Avenue	14th to 20th Street	60 feet	20 feet	1,901 feet			.36	
Gum Avenue	9th to 14th Street	80 feet	20 feet	1,594 feet			.30	
4th Street	Gum to Holly Avenue	60 feet	20 feet	528 feet			.10	
19th Street	Forest to Gum Avenue	60 feet	20 feet	528 feet			.10	
19th Street	Gum to Holly Avenue	60 feet	12 feet	528 feet			.10	Street Completed prior to 7/1/52

22  
57

SIGNED W. J. O'Connell  
Dept. of Highways Engineer

Note: Lane Miles not needed for Sec. 33.1-82

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 3,500 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.

**ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS  
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS  
WITH POPULATIONS IN EXCESS OF 3,500 UNDER  
SECTIONS 33.1-41 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 0.9934 0.48

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 0.1858 1.06

SUBMITTED BY THE CITY OR TOWN (DATE 0/23/83) 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		Lanes Requested	Lane Mileage	Total No. of Lanes
						Rt.	Lt. (Yes or No)			
Hastings Dr.	29 + 43	31 + 90	84'	48'	0.05 <del>0.467</del>	Yes	Yes	4	0.20 <del>0.1858</del>	4
∩ Intersection S. Grant Avenue	Terminus Intersects. Foxborough Ct.			Totals	0.48				1.06	

Signed DE. Ogle 1-27-86  
VIENET ENGINEER  
 22  
 51  
 99

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.

REQUEST FOR STREET ADDITIONS OR DELETIONS  
FOR MUNICIPAL ASSISTANCE PAYMENTS

Section 33.1-61.3  
Code of Virginia

2nd Qtr.  
FY 1985-86

MUNICIPALITY City of Poquoson

STREET NAME - ROUTE NUMBER #	FROM	TO	RIGHT WIDTH (FEET)	PAVEMENT WIDTH (FEET)	CENTER LINE MILES	NUMBER OF LANES	LANE MILES	FUNC. CLASS. (TPD USE ONLY)
Roberts Circle	Hunts Neck Road West	to End	50	32	(319ft.) 0.06 mi.	2	0.12	
Joseph Topping Drive	Odd Road (992 feet south to	to End	50	32	(992ft.) 0.19 mi.	2	0.38	

\*COUNCIL RESOLUTIONS & MAP ATTACHED

SIGNED: [Signature] 10-10-85  
MUNICIPAL OFFICIAL DATE

SIGNED: [Signature] 11-16-85  
RESIDENT ENGINEER DATE

CLASSIFIED BY: TPD 1-27-86  
TPD ENGINEER DATE

Submit to:  
Resident Engineer or Trafficator

REQUEST FOR STREET ADDITIONS (IMPROVEMENTS)  
FOR MUNICIPAL ASSISTANCE PAYMENTS  
Section 331-41.1  
Code of Virginia

MUNICIPALITY Town of Pulaski

STREET NAME ROUTE NUMBER	TERMINI		ROW WIDTH (FEET)	PAVEMENT WIDTH (FEET)	CENTER LINE MILES	NUMBER OF LANES	LANE MILES	FUNC. CLASS. (TPD USE ONLY)
	FROM	TO						
Deerfield Drive	Burg's Avenue	End	50	30	00.16	2	00.32	LOC

\*COUNCIL RESOLUTION & MAP ATTACHED

SIGNED [Signature] 12/13/85  
MUNICIPAL OFFICIAL DATE

SIGNED [Signature] 12-10-85  
RESIDENT ENGINEER DATE

CLASSIFIED BY [Signature] 1-21-86  
TPD ENGINEER DATE

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 &amp; 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 &amp; Bldg. Maint.</u>	175,615	195,150	+11.12%
<u>Tunnel &amp; 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%

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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

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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;

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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.

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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

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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



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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 446. 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

2-20-86

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