

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Richmond, Virginia  
February 20, 1992  
10:00 a.m.

1. Public Comment
2. Action on Minutes of Meeting of January 16, 1992
3. Action on Permits Issued and Canceled from January 1, 1992 through January 31, 1992
4. Action on Additions, Abandonments or Other Changes in the Secondary System from December 17, 1991 to January 31, 1992
5. Action on Discontinuances in the Secondary System: Cumberland, Charlotte, Chesterfield, Giles and Patrick Counties
6. Action on Abandonments, Discontinuances and Transfers in the Primary System: Chesterfield and Loudoun Counties
7. Action on Bids Received January 22, 1992
8. Consultant Agreement: Statewide Cultural Resource Services for Miscellaneous Projects  
Scope of services to include archaeological and architectural studies  
Louis Berger and Associates, Inc.
- Consultant Agreement: Conduit Road - City of Colonial Heights  
Proj. U000-106-104, PE101  
Supplemental Agreement # 1 for revision in scope of services  
Miller-Stephenson & Associates
- Consultant Agreement: Route 29 - City of Danville  
Proj. 7029-108-101, PE101, CS01, B601  
Consultant services for complete right of way and construction plans  
Wiley and Wilson

Consultant Agreement: Route 58 - Mecklenburg County  
Proj. 6058-058-E26, PE100  
Supplemental Agreement # 1 for revision  
in scope of services  
Harland Bartholomew & Associates, Inc.

Consultant Agreement: Route 66 - Prince William and Fairfax  
Counties  
Proj. 0066-076-106, PE101  
0066-029-120, PE101  
0066-029-119, PE101  
0066-029-119, PE102  
0066-029-122, PE101  
Consultant services for complete survey,  
construction plans, environmental  
documentation; sign, lighting, pavement  
marking, traffic management systems,  
bridge and structures, and commuter  
parking lots  
Dewberry and Davis

Consultant Agreement: Route 95 - Fairfax County  
Proj. 0095-029-114, C501  
Consultant services for construction  
inspection services  
Parsons Brinckerhoff Construction Services,  
Inc.

Consultant Agreement: Route 211 - Rappahannock County  
Proj. 6211-078-105, C502  
Consultant services for construction  
inspection services  
Greeley and Hansen Engineers

Consultant Agreement: Route 267 (Dulles Toll Road) - Fairfax Co.  
Proj. 0267-029-101, C502  
Supplemental Agreement # 1 for revision  
in scope of services  
Louis Berger and Associates, Inc.

Consultant Agreement: Dulles Toll Road - Fairfax and Loudoun  
Counties  
Proj. DT00-96A-101, PE101, C501  
Supplemental Agreement # 4 for revision  
in scope of services  
Castle Rock Consultants

9. Location: Blacksburg/Roanoke Connector - Montgomery County  
 Proj. SMRT-060-101, PE100  
 Fed. Proj. F-020-1( )  
 Fr: Proposed Route 460 Bypass (S. of Blacksburg)  
 To: I-81 (Towards Roanoke)
10. Design: Route 17 - York and Gloucester Counties  
 George P. Coleman Bridge  
 Proj. 6017-099-114, PE102, C501  
 6017-036-115, PE103, C501  
 6017-036-115, PE102, B604  
 Fed. Proj. DE-0077 (801)  
 Bridge and approaches for widening of George P. Coleman  
 Bridge over the York River
11. Location: Route 3 - Westmoreland County  
 & Design: Proj. 0003-096-115, C501  
 Fr: 0.24 Mi. E. Int. Route 205 (Oak Grove)  
 To: 0.24 Mi. W. Int. Route 205 (Oak Grove)
- Location: Route 63 - Dickenson and Russell Counties  
 & Design: Proj. 0063-025-105, PE101  
 Fr: 0.10 Mi. S.W. Int. Route 657 (Russell-Dickenson  
 County Line)  
 To: Int. Route 626 (Trammel)
- Location: Route 153 - Amelia County  
 & Design: Proj. 0153-004-102, C501, B603  
 Fed. Proj. RS-5739( )  
 Fr: 0.30 Mi. S. Int. Route 38  
 To: Int. Route 360
12. Conveyances: Route 11 - Shenandoah County  
 Route 58 - Henry County  
 Route 98 - City of Colonial Heights  
 Route 100 - Giles County  
 Route 311 - Craig County  
 Route 600 - Madison County  
 Route 643 - Orange County  
 Route 7230 - Fairfax County
13. Break in Limited Access: Route 50 - Arlington Boulevard -  
 Fairfax County
14. Virginia Byway Designation: Routes 625, 666, 567 and 727 -  
 Taxewell County

15. Action on Agreement with State of North Carolina
16. Through Truck Restriction: Route 841 - Shenandoah County  
Routes 982, 1886, 2327, 981 and 1078  
Fairfax County
17. Change in the Operation of the Secondary System - Town of  
Strasburg
18. Revenue Sharing Program - FY 91-92: Henry and Stafford Counties
19. Industrial Access: City of Bedford  
(Deallocation) Proj. 9999-141-102,M502  
Industrial Avenue Extension
20. Airport Access: Campbell County  
(Deallocation) Proj. 0830-015-247,M501  
Lynchburg Regional Airport
21. Action on the Sale of Commonwealth of Virginia Transportation  
Contract Revenue Refunding Bonds (Route 28)
22. Report of the Internal Audit Committee
23. New Business
24. Adjourn

MINUTES  
OF  
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Richmond, Virginia  
February 20, 1992  
10:00 a.m.

The monthly meeting of the Commonwealth Transportation Board was held in the Board Room of the Virginia Department of Transportation, Richmond, Virginia, on February 20, 1992 at 10:00 a.m. The Chairman, Mr. John G. Milliken, presided.

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

Absent: Mr. Candler

Moved by Mr. Malbon, seconded by Mr. Davies, that the Board suspend the rules on Public Comment to allow Alec Gould, Superintendent, Yorktown National Historic Park to speak regarding the George P. Coleman Bridge.

Motion carried.

Also, during the Public Comment period Mr. Curtis M. Coward of McGuire, Woods, Battle and Boothe introduced Dr. Tom Dillon, Group Senior Vice President, Science Applications International Corporation, who spoke briefly on transit rail in the Dulles Corridor.

On motion of Mr. Bacon, seconded by Dr. Thomas, the minutes of the meeting of January 16, 1992, were approved.

Moved by Mr. Bacon, seconded by Dr. Thomas, that the Board approve permits issued and canceled from January 1, 1992 through January 31, 1992.

Motion carried.

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On motion of Mr. Bacon, seconded by Dr. Thomas, additions and abandonments to the Secondary System from December 17, 1991 to January 31, 1992, inclusive, as shown by the records of the Department, were approved.

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

WHEREAS, by proper resolution, the Boards of Supervisors of Cumberland, Charlotte, Chesterfield, Giles and Patrick Counties 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.

Cumberland County - Route 568 - Section 1 of old location	0.06 Mi
Charlotte County - Route 605 - Section 1 of old location	0.20 Mi
Charlotte County - Route 783	0.10 Mi
Chesterfield County - Route 527 - Section 9 of old location	0.06 Mi
Chesterfield County - Route 1107 - Sections 12 and 13 of old location	0.06 Mi
Chesterfield County - Route 1121 - Sections 14 and 15 of old location	0.07 Mi
Giles County - Route 660 - Sections 7 and 8 of old location	0.13 Mi
Giles County - Route 692 - Section 1-A of old location	0.02 Mi
Patrick County - Route 726 - Sections 2 and 4 of old location	0.31 Mi

Motion carried.

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

WHEREAS, Route 36 in Chesterfield County has been altered and reconstructed as shown on plans for Project: 0036-020-102, C-501; and

WHEREAS, six sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old; and one section of the old road is to be transferred from the Primary System to the Secondary System.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.17 mile of Old Route 36, designated as Sections 2 and 3 on the plat dated January 9, 1991, Project: 0036-020-102, C-501, be abandoned as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.26 mile of Old Route 36, designated as Sections 1, 5, 6 and 7 on the plat dated January 9, 1991, Project: 0036-020-103, C-501, be discontinued as a part of the State Highway System; and

ALSO, BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.07 mile of Old Route 36, designated as Section 4 on the plat dated January 9, 1991, Project: 0036-020-102, C-501, be transferred from the Primary System to the Secondary System of Highways.

Motion carried.

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

WHEREAS, Route 7 in Loudoun County has been altered and reconstructed as shown on plans for Project: 6007-053-117, PE-102, C-502; and

WHEREAS, four sections of the old road are 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 33.1-144 of the Code of Virginia of 1950, as amended, 0.26 mile of Old Route 7, designated as

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Section 1 on the plat dated July 8, 1991, Project: 6007-053-117, PE-102, C-502, be discontinued as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.40 mile of Old Route 7, designated as Sections 1-A, 2 and 3 on the plat dated July 8, 1991, Project: 6007-053-117, PE-102, C-502 be abandoned as part of the State Highway System.

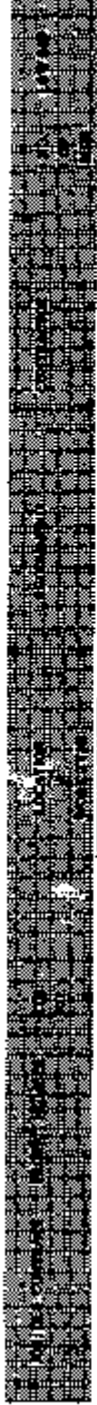
Motion carried.

Moved by Mr. Walls, seconded by Mr. Hoffer, that the Board approve the bids received January 22, 1992, and listed for award on the attached sheets numbered 4A through 4H 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.



NOW RECEIVED JANUARY 21, 1992



**INTERSTATE PROJECTS**

1	25-55A	9800843	8044-04-182,850	64	From: Arlington Co. To: Md. Sta. 91	AWARD	MAJCO, INC. CHARLOTTEVILLE, VA	4	\$155,990.38
			88-44-103241		Safety Project Bundridge County				
2	21-21A	9300348	8887-44-72	64	From: Md. P. 147 Greenland County	AWARD	BLACKBERRY CONCRETE CORP. & SUB. MCKENNA, VA	7	\$48,173.00
					Wear & Amp. System Modification				
3	20A	9200485	874-54-72	1-83	From: M.P. 1248 Greenlee Co. To: M.P. 1180 Greenlee Co. Polkman Pave. Milling	AWARD	SUPPLY PAYMENT MATERIALS, INC. CHESAPEAKE, VA	4	\$2,000.00
4	15-05A	9300746	0873-04-86,178	1-87	<b>QUARRY PROJECTS</b> From: Md. Sta. 6 (Chatham Ave.) To: Md. Chatham Sta. Berkley County	AWARD	CENTURY CONCRETE SERVICES, INC. VERMONT BEACH, VA	10	\$2,000,000.00
			86-3128182		Grading, Driveways, Asphalt Chalk Pave., Basis, Walls, Riprap, Utilities & Landa.				

BIROS RECEIVED JANUARY 23, 1998



**REPAIR PROJECTS**

PROJECT NO.	PROJECT NUMBER	PROJECT DESCRIPTION	AWARD	AWARDED	AMOUNT								
1	1984	6271210	802-609-167	NSM	33	IN. No. 2012	Chesee County	Intermunicipal Improvement	AWARD	MARSH, INC.	WAYNESBORO, VA	4	\$21,990.00
2	2008	75081009	633-661-810	8601	132	IN. No. 743	Lee County	Wilson Educ. Bldg. & Appurtenances	AWARD	CONCRETE, INC.	LEANOR, VA	5	\$13,163.00
4	2041	19081316	087-021-11	2156	7	IN. No. 174	Charles County	Add Right Turn Lane	AWARD	L. F. FRANKLIN & SONS, INC.	STEMMERS, VA	8	\$18,316.33
5	2034	12081043	608-6-8		15	From: County Lane To: Lee Avenue	Harrison County	Over Pipe Replacement	AWARD	COBBY CONSTRUCTION CO., INC.	FANSTON, VA	7	\$13,423.00
1	21-92A	93081143	089-123-101	0281	479	IN. 1344444 B.	City of Norfolk	Crack, PCC Pavement, Seals, & Signs	AWARD	E. V. WILLIAMS CO., INC.	VIRGINIA BEACH, VA	4	\$100,165.00

BIDS RECEIVED JANUARY 23, 1962



**SECURITY PROJECTS**

Item No.	Project No.	Location	Contract No.	Contract Description	Contract Value
1	18-65A	920113A3	0729-605-706-C201 B1-8700R1	From: 1st. Div. 200 To: 0.11 MI. S. 1st. Div. 200 Albemarle County Ditch, Ditch & Appleb. Con. Perm.	\$149,337.33
2	18-65A	920113A3	0428-604-207-M501 B1-872109	From: 1st. Div. 146 To: 0.33 MI. N. 1st. Div. 146 Site of Wright County Ditch, Ditch, Appleb. S.T., Perm. & Br.	\$213,049.50
3	17-65A	920113A3	0810-605-132-M201 D605	From: 0.64 MI. S. 1st. Div. 213 To: 0.33 MI. S. 1st. Div. 213 King George County Ditch, Ditch, Br. & Appleb. S.T., Perm.	\$207,061.55
4	17-65A	920113A3	0837-616-147-M100 B113-M204 B1-523-8741870	From: 0.799 MI. E. of Tule Run To: 0.008 MI. E. of Tule Run Edison Williams County Ditch, Appleb. S.T., Perm., Appleb. & Br.	\$114,129.42
5	202B	6220092	0611-001-504	From: 1st. Div. 634 To: 0.3 MI. E. 1st. Div. 634 Albemarle County Ditch, Ditch, Appleb. & Appleb. S.T.	\$112,603.00

BBM RECEIVED JANUARY 22, 1992



SECONDARY PROJECTS

6	201	9100128	8908-03-224-1001	648	From Bn. 631 To 648 M. E. Bn. 631 Harris County Grada, Dallas, Richardson & Lybault 8.7.	AWARD	BLUESB CONSTR. CO., INC. STANTON, VA	15	\$13,812.51
7	205	9300851	0911-479-752-1651; 0888-479-8681	661 & 666	Re. 991 - From 0.5 M. E. Bn. 668 To Bn. 795 AND Re. 203 - From Bn. 826 To 0.29 M. E. Bn. 826 Farrish County Grada, Dallas, Sullivan & Howard Inc Corp	AWARD	ATKINSLAND CONSTR., INC. FRISTY CRT, VA	30	\$12,064.28
1	100	9100000	FB-84-91	Var.	<u>MISCELLANEOUS PROJECTS</u> Various Locations Kornacker & Frederick Co's, From Jacksonville & Bay.	AWARD	MO-VALLEY PRINCE & BUNNELL CO. WYTHEVIL CAYE, VA	3	\$40,146.00
2	202	9100004	014-04-91	Var.	Various Locations Sumner Sheno Goodell Mechanics	AWARD	LONO PRINCE CO., INC. CANTON, BERGTON, MD	6	\$21,833.35

MEMO RECEIVED JANUARY 22, 1983

MURKIN CONTRACTS  
 FEDERAL BUREAU OF INVESTIGATION  
 400 ...  
 WASHINGTON, D.C. 20535  
 JANUARY 22, 1983  
 MEMO FOR THE DIRECTOR  
 FROM THE ...  
 SUBJECT: ...

		No.	Various Locations Various (Uninit) Contract Information	AWARD			
3	2002	92009803	CM-88-11	Yr.	WARD B&B, INC. TIA WESTER A WESTER CO. WELDON, VA	5	\$144,944.00
4	2002	92009803	CM-83-RL-126	No.	AWARD RAC CONSTR., INC. DANFORD, VA	3	\$48,978.50
5	2003	92000136	CM-88-11	Yr.	AWARD LORR PENCE CO., INC. CAPTOL HEIGHTS, MD	3	\$144,155.00
6	2017	92009950	CM-81-02	No.	AWARD LANE FENCE CO., INC. CAPTOL HEIGHTS, MD	5	180,420.00
7	2011	92001166	CM-81-918.771	No.	AWARD MUKCO, INC. DENLOTTVILLE, VA	7	311,602.00



WIRE RECEIVED JANUARY 22, 1953



Contract No.	Year	Various Locations	Work Description	Contractor Name	Address	Value
4 1-12A 12000000 3-0-52	52	Various Locations Plain Mills	Surface Electric	AWARD	MERRY & MARSCOME, INC. WILLIAMSBURG, VA	\$343,210.00
5 1-12A 12000000 5-0-52	52	Various Locations Plain Mills	Surface Electric	AWARD	APAC-VIRGINIA, INC. RICHMOND, VA	\$1,000.00
6 1-12A 12000000 01-01-52	52	Various Locations Cold Mills Asphalts	Surface & Structure Electric	AWARD	BLANKENHORN CONSTR. CORP. & SUB. RICHMOND, VA	\$24,000.00
7 1-12A 12000000 01-01-52	52	Various Locations Cold Mills Asphalts	Surface & Structure Electric	AWARD	BLANKENHORN CONSTR. CORP. & SUB. RICHMOND, VA	\$11,000.00
8 1-12A 12000000 02-00-52	52	Various Locations Cold Mills Asphalts	Surface & Structure Electric	AWARD	WINTERBURN PAVING COMPANY, INC. RICHMOND, VA	\$275,172.00

(CONT. A)

BOOK RECEIVED JANUARY 20, 1992



NO	ISSUE	CM	DATE	Vol.	Author	Editor	Price
9	13-124	EMISSA1	CM-13-92	Vol. 1	Virginia Lumbard Methods & Business Statistics Call Me Again (877, 8)	AWARD	113, 00.00
30	13-214	EMISSA3	CM-13-92	Vol. 1	Virginia Lumbard Methods & Business Statistics Call Me Again	REPERT	428, 66.64



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

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the activities to meet those objectives it is necessary to supplement the Environmental Division staff for cultural resource services for miscellaneous projects throughout the Commonwealth of Virginia to include archaeological and architectural studies.

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Louis Berger and Associates, for said services; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Louis Berger and Associates, which establishes a maximum total compensation of \$500,000.00 for services and expenses. This compensation will be apportioned to separate projects by individual cost proposals which, upon approval by the Department, will be paid on an actual cost plus net fee basis.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Miller-Stephenson & Associates, F.C., and it has been determined that a change in the scope of services is necessary because additional design on the Old Town Creek Box Culvert is required and the inclusion of Stormwater Management Regulations and procedures. The above change in scope applies to Project U000-106-104, PE-101 in Colonial Heights; and

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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. 1;

NOW, THEREFORE, BE IT RESOLVED, that the Board Authorizes the execution of this supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$349,745.13.

This Supplemental Agreement No. 1 is in the amount of \$1,416.79 for services and expenses plus a net fee of \$121.17 making the total for this supplement \$1,537.96. The total maximum compensation of the agreement including this supplement is now \$351,283.09.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Waldman, 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 for complete Right of Way and Construction Plans for 7029-108-101, PE-101, C-501, S-601 located in the City of Danville, it is necessary to supplement its staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Wiley and Wilson for said services; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the agreement with the firm of Wiley and Wilson which establishes a compensation of \$1,141,862.52 for services and expenses plus a net fee of \$51,265.45 making the maximum total compensation not to exceed \$1,193,127.97.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Harland Bartholomew & Associates, Inc., and it has been determined that a change in the scope of services is necessary to provide the necessary data for an environmental overview for Project 6058-058-E26, PE-100, from the reapportionment of unused funds in the original agreement, and for preparation of an Environmental Assessment on Route 58 from 2.7 miles west of Route 15 south to 1.2 miles east of Route 85; Projects 6058-058-E17, PE-102, 103; 6058-058-E23, PE-100; 6058-058-E24, PE-101, 102; 6058-058-E25, PE-101, 102 and 6058-058-E26, PE-101 located in the County of Mecklenburg; 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. 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 with currently has a maximum compensation of \$1,147,136.98.

This Supplemental Agreement No. 1 is in the amount of \$379,804.41 for services and expenses plus a net fee of \$39,602.09 making the total for this supplement \$419,406.50. The total maximum compensation of the agreement including this and all prior supplements is now \$1,566,543.48.

Motion carried.

Moved by Mr. Waldman, seconded by Mr. Warner,  
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 for Complete Survey Construction Plans, Environmental Documentation, Sign, Lighting, Pavement Marking, Traffic Management Systems, Bridge and Structures and Commuter Parking Lots for 9066-029-120, PE-101,

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0066-076-106, PE-101, 0066-029-119, PE-101, 0066-029-119, PE-102, 0066-029-122, PE-101, located in the counties of Prince William and Fairfax, it is necessary to supplement its staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Dewberry and Davis for said services; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Dewberry and Davis which establishes a compensation of \$3,649,818.00 for services and expenses plus a net fee of \$200,394.00 making the maximum total compensation not to exceed \$3,850,212.00.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Waldman, 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 for providing construction inspection services for Project 0095-029-114, C-502, located in Northern Virginia District, Fairfax County, it is necessary to supplement its staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Parsons Brinckerhoff Construction Services, Inc., for said services; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Parsons Brinckerhoff Construction Services, Inc.,

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which establishes a compensation of \$3,088,687.00 for services and expenses plus a net fee of \$264,916.00 making the maximum total compensation not to exceed \$3,353,603.00.

Motion carried.

Moved by Mrs. Kinchelce, seconded by Mr. Smalley, 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 for providing construction inspection services for Project 6211-078-105, C-502, located in Culpeper District, Rappahannock County, it is necessary to supplement its staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Greeley and Hansen Engineers for said services; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Greeley and Hansen Engineers which establishes a compensation of \$524,356.46 for services and expenses plus a net fee of \$66,355.28 making the maximum total compensation not to exceed \$590,711.74.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Louis Berger and Associates, Inc., and it has been determined that a change in the scope of services is necessary to extend the services of construction inspectors due to the contractor's time extension in completing project 0267-029-101, C-502 from 3.956 miles east of Route 28

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(Sully Road) to 3.750 miles west of Route 7 (Leesburg Pike) in Fairfax County in the Northern Virginia District; 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. 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 \$925,654.25.

This Supplemental Agreement No. 1 is in the amount of \$13,846.66 for services and expenses plus a net fee of \$1,157.55 making the total for this supplement \$15,004.21. The total maximum compensation of the agreement including this supplement is now \$940,658.46.

Motion carried.

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

WHEREAS, the Department has determined the need to supplement the original contract for the Automatic Vehicle Identification/Electronic Toll Collection project for Dulles Toll Road; and

WHEREAS, in accordance with the Department policies, a firm proposal has been received from the consulting firm of Castle Rock Consultants of Leesburg, Virginia for continued plan and specification updates and assistance during procurement phase for AVI/ETC System for the Dulles Toll Road. This work will be funded under Project DT00-96A-101, PE-101; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of Supplemental Agreement No. 4 with Castle Rock Consultants which establishes a maximum total compensation not to exceed \$385,553.00

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which includes a net fee of \$35,984.00. The total maximum compensation of the agreement including this supplement is now \$1,352,458.00.

Motion carried.

Moved by Mr. Musselwhite, seconded by Mr. Smalley, 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 Holiday Inn, Blacksburg, Virginia, on September 26, 1991, at 6:00 p.m. for the purpose of considering the proposed location of the Blacksburg/Roanoke Connector from the proposed Route 460 Bypass (south of Blacksburg) to I-81 (toward Roanoke) in Montgomery County, State Project SMRT-060-101, PE-100; Federal Project F-020-1( ); 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 (Alternative 6) 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, with modification to delete the proposed interchange with Route 723 in Ellett Valley; and

BE IT FURTHER RESOLVED, that during the design phase of Alternative 6, research and development related to Intelligent Vehicle/Highway Systems (IVHS) technology be addressed and incorporated into the construction plans.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public

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Hearing was held in the Page Middle School, Gloucester County on November 18, 1991 and in the York High School, York County, on November 20, 1991, at 7:00 p.m. for the purpose of considering the proposed major design features of Route 17/George F. Coleman Bridge in York and Gloucester Counties, State Projects 6017-099-114, PE-102, C-501; 6017-036-115, PE-103, C-501; 6017-036-115, PE-102, B-604; Federal Project DE-0077(801); 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 major design features of Alternative 12A of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's Engineers utilizing Alternative 2 as presented for the design of the toll plaza; and

BE IT FURTHER RESOLVED, the type of funding and questions related to tolls be addressed at a later date and that no further action other than design be taken for at least a year.

Motion carried. Secretary Milliken filed a disclosure form stating that he owned property in the vicinity and turned the meeting over to the Vice-Chairman for discussion and vote on the preceding resolution.

Moved by Mr. Bacon, seconded by Mr. Musselwhite, 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 Washington District Elementary School, Westmoreland County, on January 8, 1992, at 7:00 p.m. for the purpose of



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considering the proposed location and major design features of Route 3 from 0.24 mile east of the intersection of Route 205 (Oak Grove) to 0.24 mile west of the intersection of Route 205 (Oak Grove) in Westmoreland County, State Project 0003-096-115,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. Bacon, 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 Ervinton High School, Dickenson County, on December 19, 1991, at 6:00 p.m. for the purpose of considering the proposed location and major design features of Route 63 from 0.10 mile southwest of the intersection of Route 657 (Russell-Dickenson) County Line to the intersection of Route 626 (Trammel) in Dickenson and Russell Counties, State Project 0063-025-105,PK-101; Federal Project F-005-1( ); 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 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 Amelia Court House, village of Amelia, on December 12, 1991 at 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 153 from 0.30 mile south of the intersection of Route 38 to the intersection of Route 360 in Amelia County, State Project 0153-004-102, C-501, B-603; Federal Project RS-573( ); 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. Musselwhite, seconded by Mr. Mastracco, that

WHEREAS, in connection with Route 11, State Highway Project 0011-085-105, RW-201, the Commonwealth is the apparent owner of the Valley Turnpike located in the Town of Woodstock in Shenandoah County; and

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WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the excess land lying northwest of and adjacent to the northwest normal right of way limits of Route 11, from a point approximately 48 feet opposite approximate Station 2014+12.05 (Route 11 centerline) to a point approximately 48 feet opposite approximate Station 2025+60 (Route 11 centerline), containing 0.45 acre, more or less, was acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Route 11 and 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 landowners have requested that the excess land, so acquired, 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 land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute quitclaim deeds, conveying same for considerations 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 Mr. Mastracco, that

WHEREAS, in connection with Route 58, State Highway Project 6058-044-103, RW-201, the Commonwealth acquired certain lands from Helen Louise Eanes Kendall and R. M. Kendall by deed dated August 7, 1972, recorded in Deed Book 239, Page 295 in the Office of the Clerk of the Circuit Court of Henry County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing approximately 0.06 acre, more or less, and lying south of the south normal right of way limits of Route 58, from a point approximately 125 feet opposite approximate Station 10+60 (Ramp D centerline) to a point approximately 70 feet opposite approximate Station 13+10 (Ramp D centerline) and was acquired incidental to the construction, reconstruction,

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alteration, maintenance and repair of Route 58 and 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 land, so acquired, 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 lands, so certified, is hereby approved and the Commonwealth Transportation Commissioner is authorized to execute in the name of the Commonwealth a 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 Mr. Mastracco, that

WHEREAS, in connection with the Richmond-Petersburg Turnpike (I-95), the Richmond-Petersburg Turnpike Authority acquired a drainage easement from Mildred Goddard, Pauline Goddard Totty and John Totty, et al, by deed dated October 23, 1956, recorded in the Office of the Clerk of the Circuit Court of Chesterfield County; and

WHEREAS, in accordance with Chapter 202 of the Acts of Assembly of Virginia of 1973, the Richmond-Petersburg Turnpike Authority was dissolved on June 1, 1973 and all the powers, properties, covenants, obligations and agreements of the Richmond-Petersburg Turnpike Authority were transferred to the State Highway Commission; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the existing 50 foot drainage easement located west of and adjacent to the west existing right of way and limited access line of Route 95 as shown on plat entitled "Plat Showing Relocation of Drainage Easement Across the Property of Boddie-Noell Enterprises, Inc., Tax Map #94-(1)-1, Colonial Heights, Virginia" dated June 12, 1991, prepared by J. R. Timmons & Associates, P.C., Engineers, Architects, Surveyors, does not

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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, a new permanent easement has been installed and conveyed to the Commonwealth; and

WHEREAS, the owner of the underlying fee has asked that the existing 50 foot drainage easement be conveyed to him in exchange for a new easement; and

WHEREAS, the new easement will serve the same purpose as the old easement.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying the drainage easement, so certified, to the owner of the underlying fee title 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 Mr. Mastracco, that

WHEREAS, in connection with Route 100, State Highway Project 1008C, the Commonwealth acquired certain lands from N. E. Stanley and Lucy E. Stanley by deed dated March 8, 1935, recorded in Deed Book 51, Page 172 in the Office of the Clerk of the Circuit Court of Giles County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.12 acre, more or less, and lying south of and adjacent to the south normal right of way limits of Route 100, from a point approximately 100 feet opposite approximate Station 627+30 (Route 100, Project 0100-035-105, RW-206 centerline) to a point approximately 110 feet opposite approximate Station 628+25 (Route 100, Project 0100-035-105, RW-206 centerline) was acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Route 100 and 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

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WHEREAS, a portion of the right of way is no longer needed; and

WHEREAS, the front porch of Ms. Grace E. Fisher, the adjacent landowner, encroaches within VDOT's right of way; and

WHEREAS, in order to eliminate the encroachment, 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.

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

WHEREAS, in connection with Route 311 (formerly Route 22), State Highway Project 479-C, the Commonwealth acquired certain lands from Craig Giles Iron Company, a West Virginia Corporation by deed dated September 11, 1934, recorded in Deed Book 1, Page 91 in the Office of the Clerk of the Circuit Court of Craig County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the lands containing 0.87 acres, more or less, and lying south of and adjacent to the south existing right of way line of Route 311, from a point approximately 25 feet opposite approximate Station 426+00 (office revised centerline) to a point approximately 40 feet opposite approximate Station 428+00 (office revised centerline) was acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Route 311 and 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

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WHEREAS, the U.S. Forest Service owns all the lands surrounding the Potts Mountain Wayside; and

WHEREAS, the U.S. Forest Service is willing to assume ownership and continue operation of the wayside and has requested that the site be conveyed to it.

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 lands, 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 as may be deemed appropriate.

Motion carried.

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

WHEREAS, in connection with Route 600, State Highway Project 0600-056-123, C-501, the Commonwealth acquired certain lands from Leroy B. Murray and Jacqueline W. Murray by instrument dated October 2, 1967, recorded in Deed Book 94, Page 584 in the Office of the Clerk of the Circuit Court of Madison County; and

WHEREAS, in accordance with Section 33.1-155 of the Code of Virginia (1950), as amended, portions of Route 600 have been altered and a new road has been constructed and approved and the new road serves the same citizens as the old road; and

WHEREAS, by resolution passed by Madison County Board of Supervisors dated April 11, 1989, a section of the Route 600 was abandoned effective June 21, 1989; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land comprising 0.22 acre, more or less, land, lying west of and adjacent to the west normal right of way limits of Route 600, from a point approximately 20 feet opposite approximate Station 57+50 (Route 600 centerline) to a point approximately 20 feet opposite approximate Station 61+45 (Route 600 centerline) does

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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 them 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 Commonwealth Transportation Commissioner is hereby authorized to execute a deed, without warranty, 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 Mr. Mastracco, that

WHEREAS, in connection with Route 643, State Highway Project 1368-09, the Commonwealth acquired certain lands from George Y. Foster, et al by Omnibus deed dated December 7, 1954, recorded in Deed Book 333, Page 2 in the Office of the Clerk of the Circuit Court of Orange County; and

WHEREAS, in accordance with Section 33.1-155 of the Code of Virginia (1950), as amended, Route 643 was relocated and the new location serves the same citizens as the old location; and

WHEREAS, at the regular meeting of the Board of Supervisors of Orange County held on January 10, 1956, a resolution was passed abandoning as a public road old sections of Route 643, effective January 20, 1956; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.06 acre, more or less, and lying southeast of and adjacent to the southeast normal right of way limits of Route 643, from a point approximately 20 feet opposite approximate Station 15+00 (Route 639 centerline) to a point approximately 20 feet opposite approximate Station 318+90 (Route 643 centerline) does not constitute a section of the



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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 excess right of way be conveyed.

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 lands, so certified, is approved and the Commonwealth Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed, without warranty, to the adjoining landowner of record for a consideration acceptable to the State Right of Way Engineer, subject to such restrictions as may be deemed appropriate.

Motion carried.

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

WHEREAS, the Commonwealth is the apparent owner of Route 7230 located in Fairfax County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the lands containing 32,578 square feet, more or less, as being shown on Sheets 1 through 5 on plats entitled "Flat Showing Abandonment of a Portion of Random Hills Road, Springfield District, Fairfax County, Virginia, March 15, 1990" prepared by Patton, Harris, Rust & Associates, are incidental to the construction, reconstruction, alteration, maintenance and repair of Route 7230 and do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the Secondary System of State Highways; and

WHEREAS, Friendswood Development Company has requested that the Commonwealth convey the excess lands, so acquired; and

WHEREAS, in exchange for the lands to be conveyed, Friendswood Development Company will dedicate for public use 29,987 square feet, more or less, land for the improvement of Route 7230

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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 lands, so certified, is hereby approved and the Commonwealth Transportation Commissioner is authorized to execute a quitclaim 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. Smalley, seconded by Mr. Waldman, that

WHEREAS, Arlington Boulevard (Route 50) in Arlington County, Fairfax County and the City of Fairfax was designated as Limited Access Highway by the Highway Commission on July 28, 1953; and

WHEREAS, a break in the Limited Access has been requested to serve Barkley a planned residential development between Lee Highway (Route 29) and Arlington Boulevard (Route 50) in Fairfax County approximately one mile east of the Fairfax City limits; and

WHEREAS, this break in Limited Access will serve a future street; and

WHEREAS, this break in the Limited Access will not adversely affect the traffic operation or safety of Arlington Boulevard; and

WHEREAS, the value of the roadway improvements and signal modifications being proffered by the developer are deemed to be adequate compensation for the abandonment of access control at this location; and

WHEREAS, the Fairfax County Office of Transportation supports this proposed break in the Limited Access to serve the Barkley development.

NOW, THEREFORE, BE IT RESOLVED, that a break in the Limited Access of Arlington Boulevard (Route 50)

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be provided on the north side of Route 50 opposite existing Barkley Drive (Route 979) to serve the proposed Barkley development.

Motion carried.

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

WHEREAS, under the authority of Section 33.1-62 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board is authorized to designate Virginia Byways recommended by the Department of Conservation and Recreation after providing the opportunity for public hearings; and

WHEREAS, the staff of the Department of Conservation and Recreation and the Virginia Department of Transportation have determined that:

Route 667 from Route 623 to the intersection with Route 727; Route 727 from Route 623 to the intersection with Route 667; Route 625 from the intersection with 623 to the intersection of Route 666; Route 666 from the intersection with Route 625 to the intersection of Route 623, substantially meet the adopted criteria for Virginia Byways; and

WHEREAS, the Department of Conservation and Recreation on September 23, 1991, recommended to the Virginia Department of Transportation that Routes 625, 666, 667 and 727 heretofore described, be designated as Virginia Byways; and

WHEREAS, the required procedures have been followed and a public hearing was not requested; and

WHEREAS, the designation of highways as scenic highways or Virginia Byways shall in no way limit the right of the Virginia Department of Transportation to exercise all of its power and duties in locating, constructing, improving and maintaining highways in the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED, that Routes 625, 666, 667 and 727 herein described, be designated as Virginia Byways.

Motion carried.

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

WHEREAS, the Virginia Department of Transportation (VDOT) has proposed the multi-lane construction of Route 58 in the State of Virginia from route 29 south of Danville to route 58 west of Danville; and

WHEREAS, VDOT has recommended the complete redesign of the interchange at Route 29 and Route 265 in Pittsylvania County, Virginia, and extending three-tenths of a mile in Caswell County, North Carolina, with the North Carolina Department of Transportation Engineers concurring; and

WHEREAS, VDOT and the North Carolina Department of Transportation have mutually agreed to include North Carolina's roadwork which has an estimated cost (1992) of \$3,000,000.00 in the Virginia contract. the estimated total cost includes right of way and construction with North Carolina acquiring the required right of way and adjusting and/or relocating utilities within the boundaries of North Carolina; and

WHEREAS, the Commonwealth Transportation Board has approved this project for inclusion in the Department's Six-Year Improvement Program for funding; and

WHEREAS, this Board reaffirms its commitment to fund Virginia's share of this improvement;

NOW, THEREFORE, BE IT RESOLVED, that in accordance with the provisions of Section 33.1-12(10), Code of Virginia, the Commissioner is hereby authorized to enter into agreement with the North Carolina Department of Transportation to allow VDOT to complete the construction of the interchange in Caswell County, North Carolina.

Motion carried.

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

WHEREAS, in response to a formal request by the Shenandoah County Board of Supervisors that Route 841 between Route 42 and Route 681 be considered for restriction of through truck traffic pursuant to the

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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 Shenandoah County Board of Supervisors has conducted a public hearing on this restriction; and

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

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

WHEREAS, proper notice was given by conducting a public hearing and posting signs 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 841 between Route 42 and Route 681 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. Musselwhite, that

WHEREAS, in response to a formal request by the Fairfax County Board of Supervisors that Route 902 (Blair Road), Route 1886 (Beachway Drive) and Route 2327 (Patrick Henry Drive) between Routes 244 (Columbia Pike) and Route 7 (Leesburg Pike) and that Route 981 (Glen Carlyn Drive) and Route 1078 (Glen Carlyn Drive) between Route 902 (Blair Road) and Route 7 (Leesburg Pike) 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 Fairfax County Board of Supervisors has conducted a public hearing on this restriction; and

WHEREAS, the routes in question traverse a predominantly residential area; and

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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 902 (Blair Road), Route 1886 (Beachway Drive) and Route 2327 (Patrick Henry Drive) between Route 244 (Columbia Pike) and Route 7 (Leesburg Pike) and that Route 981 (Glen Carlyn Drive) and Route 1078 (Glen Carlyn Drive) between Route 902 (Blair Road) and Route 7 (Leesburg Pike) 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, incorporated towns having thirty-five hundred inhabitants or less have, pursuant to the Code of Virginia, as amended, two choices regarding the operations of their secondary system of streets (i.e. Section 33.1-79 and Section 33.1-82); and

WHEREAS, each such town was given the opportunity to select the specific statute under which it wished to operate; and

WHEREAS, it has been the long-standing policy of this Board that once the selection has been made by a town, it is in the best interest of the parties concerned not to make any change therein unless good cause to the contrary is shown by the town; and

WHEREAS, the Town of Strasburg, by resolution dated June 13, 1950, elected to operate under the provisions of Section 33.1-79, Code of Virginia, as amended thereby limiting additions to the secondary system to no more than one-quarter mile per year; and

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WHEREAS, the Town Council now, citing the extraordinary growth within the town thereby creating the need to include a greater mileage of streets into the secondary system, proposed the town be allowed to change its earlier selection; and

WHEREAS, by resolution dated December 12, 1991, the Town Council officially requested it now be permitted to operate under Section 33.1-82, Code of Virginia as amended; and

WHEREAS, it appears this request falls within the intent of this Board's policy regarding the operation of the secondary system in town with a population of 3,500 or less.

NOW, THEREFORE, BE IT RESOLVED that the Town of Strasburg's request to change the operations of its secondary system from Section 33.1-79 to Section 33.1-82, Code of Virginia, as amended, is hereby approved; and

BE IT FURTHER RESOLVED, that any subsequent request for addition of town streets to the secondary system be considered under the provisions of Section 33.1-82, Code of Virginia. .

Motion carried.

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

WHEREAS, incorporated towns having thirty-five hundred inhabitants or less have, pursuant to the Code of Virginia, as amended, two choices regarding the operations of their secondary system of streets (i.e. section 33.1-79 and Section 33.1-82); and

WHEREAS, each such town was given the opportunity to select the specific statute under which it wished to operate; and

WHEREAS, it has been the long-standing policy of this Board that once the selection has been made by a town, it is in the best interest of the parties concerned not to make any change therein unless good cause to the contrary is shown by the town; and

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WHEREAS, the Town of Strasburg, by resolution dated June 13, 1950, elected to operate under the provisions of Section 33.1-79, Code of Virginia as amended; thereby limiting additions to the secondary system to no more than one-quarter mile per year; and

WHEREAS, the Town Council now, citing the extraordinary growth within the town thereby creating the need to include a greater mileage of streets into the secondary system, proposes the town be allowed to change its earlier selection; and

WHEREAS, by resolution dated December 12, 1991, the Town Council officially requested it now be permitted to operate under Section 33.1-82, Code of Virginia as amended; and

WHEREAS, it appears this request falls within the intent of this Board's policy regarding the operation of the secondary system in towns with a population of 3,500 or less.

NOW, THEREFORE, BE IT RESOLVED that the Town of Strasburg's request to change the operations of its secondary system from Section 33.1-79 to Section 33.1-82, Code of Virginia, as amended, is hereby approved; and

BE IT FURTHER RESOLVED, that any subsequent request for addition to town streets to the secondary system be considered under the provisions of Section 33.1-82, Code of Virginia.

Motion carried.

Moved by Mr. Davies, seconded by Mr. Hoffler, 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



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July 1, 1992, up to standards sufficient to qualify them for inclusion in the state primary and secondary system..."; and

WHEREAS, the governing body of the County of Henry elected to participate in this program for Fiscal Years 91-92 and, with the Department, identified specific eligible items of work to be financed from the special fund account as indicated on "Attachment A"; and

WHEREAS, the governing body of the County of Henry subsequently elected to not fund the construction of these projects at this time; and

WHEREAS, the governing body of the County of Henry has, by appropriate resolution, requested that the funds dedicated to the original eligible items of work be reallocated to other specific eligible items of work; and

WHEREAS, Stafford County was allocated funds in the amount of \$205,200 for the Fiscal Year 1991-92 allocation at the July 18, 1991, meeting of the Commonwealth Transportation Board, pending approval of certain specific eligible items of work; and

WHEREAS, the governing body of this county has, with the Department, now identified one specific eligible item of work to be financed from this special fund account as indicated on "Attachment B"; 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.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the reallocation of these funds as set forth in "Attachments A and B".

Motion carried.

ATTACHMENT A

Reallocation of Funds Pursuant to  
 Section 33.1-75.1 Code of Virginia  
 County Primary and Secondary Fund  
 Henry County

County Contribution	State Match	Original Project	New Project #	County Contrib	State Match
\$435,200	\$435,200	BI 8000, 5603	BI 0622-5101	\$10,000	\$10,000
			BI 0642-5102	\$15,000	\$15,000
			BI 0688-5103	\$15,000	\$15,000
			7220-044- R02, M501	\$30,000	\$30,000
			0660-044- -226, M501	\$200,000	\$200,000
<b>Total</b>				<b>\$270,000</b>	<b>\$270,000</b>

ATTACHMENT B

February 20, 1992  
FY 91-92

County Contribution	State Matching	New BI #
\$ 5,000.00	\$ 5,000.00	Route 1062, BI 5301

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

WHEREAS, Section 33.11-221 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 October 26, 1988, the Commonwealth Transportation Board allocated \$110,000 to provide adequate access to the proposed industrial area located adjacent to an extension of Industrial Avenue in the City of Bedford, subject to certain contingencies; and

WHEREAS, the project was constructed at an actual cost of \$109,369.33; and

WHEREAS, documentation of eligible capital outlay along this project in the amount of \$307,038 has been submitted by the City of Bedford; and

WHEREAS, the City has requested that this capital outlay be considered in determining the amount of Industrial Access Funds justified for Project 9999-141-102, M502.

NOW, THEREFORE, BE IT RESOLVED that this Board's action of October 26, 1988, is hereby amended to reduce the Industrial Access Fund allocation for this project to \$30,704 and that the balance of the original allocation (\$79,296) be returned to the Industrial Access Fund.

BE IT FURTHER RESOLVED that this allocation shall be subject to the contingencies prescribed by this Board's resolution of October 26, 1988, with the exception that the time limit set forth in contingency #2 by which eligible industrial development must either be in operation or under firm contract shall be extended one year to October 26, 1991.

Motion carried.

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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 May 17, 1990, the Commonwealth Transportation Board allocated \$60,400 from the Airport Access Fund to provide adequate access to the Lynchburg Regional Airport facility in Campbell County, Project 0830-015-247, M501, subject to certain contingencies; and

WHEREAS, on December 17, 1991, the City of Lynchburg notified the Department that it wished to withdraw its request for Airport Access Funds in connection with this project; and

WHEREAS, it is deemed the administration of the Airport Access Program can best be served by the return of this allocation to the Airport Access Fund.

NOW, THEREFORE, BE IT RESOLVED that the aforementioned action of the Commonwealth Transportation Board on May 17, 1990, is hereby rescinded; and

BE IT FURTHER RESOLVED that the \$60,400 previously allocated to Project 0830-015-247, M501, be returned to the Airport Access Fund.

Motion carried.

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

WHEREAS, legislation enacted by the 1988 session of the General Assembly authorized this Board to issue Transportation Contract Revenue Bonds in the amount of \$160,700,000 to finance improvements to Route 28 within the Route 28 Primary Highway Transportation Improvement District; and

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WHEREAS, on September 29, 1988 this Board authorized the issuance of Commonwealth of Virginia Transportation Contract Revenue Bonds in the amount of \$138,483,372.25; and

WHEREAS, the Financial Advisor for the Board has concluded that interest rate conditions have improved substantially to warrant undertaking a refunding at this time; and

WHEREAS, the provisions Section 33.1-293 of the State Revenue Bond Act authorizes the Board to provide by resolution for the issuance of revenue refunding bonds for the purpose of refunding any revenue bonds issued under the provisions of the State Revenue Bond Act; and

WHEREAS, the State Treasurer and this Board's Financial Advisor have recommended that the refunding bonds be sold by competitive bid;

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board does hereby authorize the use of competitive bids for the sale of the "Commonwealth of Virginia Transportation Contract Revenue Refunding Bonds" for the Route 28 Primary Highway Transportation Improvement District.

Motion carried.

Moved by Mr. Musselwhite, seconded by Dr. Thomas that, the Commonwealth Transportation Board's Internal Audit Committee met on January 15, 1992, with members of the Internal Audit Division. The Committee reviewed the Programming and Scheduling Division report and the Cash Control: Richmond District Toll Facilities Report. The Committee accepts as adequate the actions taken, or to be taken, on these reports.

Motion carried.

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

WHEREAS, in 1985 in accordance with Section 163 of the Surface Transportation Act of 1982, Virginia was granted approval by the Federal Highway Administration to restrict the use of motorcycles on the HOV lanes on Routes I-95, I-395, I-66, I-64, and

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Route 44 based on the certification submitted by the Virginia Department of Transportation that motorcycles constituted a safety hazard on the HOV lanes; and

WHEREAS, Section 1056 of the Intermodal Surface Transportation Efficiency Act of 1991 (hereafter referred to as "the Act") amends Section 163 of the Surface Transportation Act of 1982 to read as follows:

"Notwithstanding any other provision of this Act or any other law, no funds apportioned or allocated to a State for Federal-aid highways shall be obligated for a project for constructing, resurfacing, restoring, rehabilitating, or reconstructing a Federal-aid highway which has a lane designed as a carpool lane unless the use of such lane includes use by motorcycles. Upon certification by the State to the Secretary, after notice in the Federal Register and an opportunity for public comment, and acceptance of such certification by the Secretary, the State may restrict such use by motorcycles if such use would create a safety hazard. Any certification made before the effective date of the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 shall not be recognized by the Secretary until the Secretary publishes notice of such certification in the Federal Register and provides an opportunity for public comment on such certification."

WHEREAS, the Federal Highway Administration has notified the Virginia Department of Transportation that the Department may maintain, under its own authority, the current restrictions on motorcycles on any facility until such time as Federal-aid highway funds are requested for a project on that facility; and

WHEREAS, no Federal-aid funds have been requested since the effective date of the Act for I-395 or I-65 and the Department is currently maintaining the restrictions on those facilities; and

WHEREAS, authorization for Federal-aid funding for construction on I-95 was granted after the effective date of the Act; therefore, the Department must allow motorcycles to use the HOV lanes on that facility to complete the public notice and comment

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process specified, including acceptance by the U.S. Secretary of Transportation, before re-instituting the restriction.

NOW, THEREFORE, BE IT RESOLVED, that the motorcycle restriction on the I-95 HOV lanes be suspended; and

BE IT FURTHER RESOLVED, that the Department should undertake the necessary study to determine whether motorcycle use of HOV facilities creates a safety hazard. Should the Department study result in a finding that motorcycles create a safety hazard, the Department should take the necessary steps to have published an updated certification in the Federal Register for review and comment and request acceptance by the U.S. Secretary of Transportation of the certification. At such time, the matter will be brought before the Commonwealth Transportation Board for its review and action; and

BE IT FURTHER RESOLVED, that in the event the Department study does not result in a finding that motorcycles create a safety hazard on the HOV facilities, or in the event approval of the certification is denied by the U.S. Secretary of Transportation, the Commonwealth Transportation Board will re-examine the restrictions currently maintained on I-395 and I-66.

Motion carried.

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

WHEREAS, a Dulles Corridor Plan has been developed by VDOT staff in conjunction with the affected local jurisdictions, agencies and authorities, in response to a resolution of this Board approved in September, 1990; and

WHEREAS, this Plan, while presenting an overall program of improvements which is acceptable to this Board, does not fully reflect the strong support for the establishment of rail transit service in the Corridor at the earliest practical date which this Board expressed in its September, 1990, resolution; and



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WHEREAS, we have in this Corridor at this particular time, a number of unique circumstances which combined, give us an unprecedented opportunity. If we move quickly, we can take advantage of this unique characteristic of the corridor to establish a multi-modal transportation system which will substantially expand capacity within a corridor which currently is home to more than 100,000 people, and which has one of the fastest growing suburban employment bases within the country: (1) This Corridor contains not only Tysons Corner, which alone has more office space than many major urban central business districts, but also the Dulles/Route 28 and Reston/Herndon employment centers, (2) at one end stands a major international airport, with annual passenger activities of over 10 million and at the other, the Nation's capital, (3) the timing is right, in beginning this process of rail implementation now we will be positioning ourselves to be eligible for possible federal construction dollars from the new Intermodal Surface Transportation Efficiency Act (ISTEA), (4) the Dulles Corridor contains three of the major employment centers of Northern Virginia, with a projected combined employment growth between now and 2010 of over 76 percent--or 80,000 jobs--over today's levels, (5) by 2010 traffic on the Toll Road is expected to double and (6) the Airport Authority forecasts passenger activity at Dulles of more than 30 million passengers per year; over the long term, Dulles is expected to accommodate up to 55 million passengers which is comparable to one of the world's busiest airports; and

WHEREAS, we believe that factors listed above attest to a demonstrated need for rail in the Dulles Corridor and that we, the state and local jurisdictions, must begin now to take the steps necessary to accommodate that growth; and

WHEREAS, the Board wishes to emphasize that this is in no way an effort to minimize or detract from the very legitimate and important needs of other transportation corridors within Northern Virginia; but rather an effort to take maximum advantage of the unique circumstances which exist in this Corridor to build the best transportation system possible to serve it; while at the same time continuing efforts to find equally desirable solutions in other corridors; and

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WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) instructs the U.S. Secretary of Transportation to enter into an agreement with the Commonwealth of Virginia or its assignee by April 30, 1992, for a grant of \$6.0 million in federal funds to support the costs of alternatives analysis and preliminary engineering for rail transit in the Dulles Corridor; and

WHEREAS, it is apparent that the surplus revenue from the Dulles Toll Road is insufficient alone to support the cost of establishing rail transit service in the Corridor;

NOW, THEREFORE, BE IT RESOLVED that this Board endorses the program of improvements contained in the Dulles Corridor Plan and reaffirms its support for the establishment of rail transit service in the Dulles Corridor at the earliest practicable date; and

BE IT FURTHER RESOLVED that the Board directs that a fair and equitable financial plan for rail transit in the Corridor shall be developed in cooperation with Fairfax County, Loudoun County, WMATA and other affected entities which draw on all possible means of financing including surplus toll revenues, federal, state, and local funding, private sector funding, and financial support from the Metropolitan Washington Airports Authority; and

BE IT FURTHER RESOLVED, that this financial plan investigation will look at funds which could be generated by variations in the toll structure; by the potential establishment of a supporting tax district; a tangible and sizable contribution of funds from the Airport Authority, perhaps through the dedication of revenue raised through passenger facility charges; new rail construction grant funds from the federal government; and the integration of grant money received by local governments for transit improvements within the Corridor.

Motion carried.

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

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) instructs the U.S. Secretary of Transportation to enter into an agreement with the Commonwealth of Virginia or its assignee by

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April 30, 1992, for a grant of \$6.0 million in federal funds to support the costs of alternatives analysis and preliminary engineering for rail transit in the Dulles Corridor;

NOW, THEREFORE, BE IT RESOLVED, that the Board directs staff to take immediately, all necessary steps to secure the earmarked \$6.0 million in the FY 93 appropriation including the negotiation of an agreement with the Federal Transit Administration for obtaining these funds, that agreement to be signed with the U.S. Secretary of Transportation no later than April 30, 1992.

Motion carried.

Meeting adjourned at 11:45 a.m.

The next regular meeting will be held in Richmond, Virginia, on March 20, 1992.

Approved:

  
Chairman

Attested:

  
Secretary