

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Board Room, Virginia Port Authority  
600 World Trade Center, Norfolk, Virginia

July 20, 1989  
10:00 a.m.

1. Public Comment
2. Action on Minutes of Meeting of May 18, 1989
3. Action on Permits Issued and Canceled from June 15, 1989 to July 19, 1989
4. Action on Discontinuances from the Secondary System: Lee and Scott Counties
5. Action on Additions, Abandonments or Other Changes in the Secondary System from June 1, 1989 through June 30, 1989
6. Action on Additions, Abandonments, Discontinuances and Transfers in the Primary System due to Relocation and Construction: Dickenson, Henrico, Northampton and Rappahannock Counties
7. City Street Mileage
8. Action on Bids Received June 27, 1989
9. Consultant Agreement: Route 234 - Prince William County  
Proj. 6234-076-112, PE100  
Fr: 0.23 Mi. West of EBL (Route 66)  
To: 3.907 Mi. E. of EBL (Route 28)  
Sverdrup Corporation  
Engineering Services
10. Consultant Agreement: Statewide Right of Way Consultant Services  
  
Amtex Engineering Co. of Mechanicsville, VA  
Coates Field Service Inc. of Oklahoma City,  
Oklahoma  
D. E. McGillem & Associates, of  
Indianapolis, Indiana  
Diversified Energy Services, Inc. of  
Atlanta, Georgia  
Ford, Bacon & Davis of Monroe, Louisiana

Consultant Agreement: Kaiser Engineers, Inc. of Fairfax, Virginia  
(continued) Moreland Altobelli Associates of Atlanta,  
Georgia  
O. R. Colan Associates of South Charleston,  
West Virginia  
Presnell Associates, Inc. of Norfolk, VA  
Thompson & Litton of Wise, Virginia  
R/W Acquisition Assoc. of Washington, D.C.  
Universal Field Services of Tulsa, Oklahoma

11. Location Business Route 10 (South Church Street)  
& Design: Town of Smithfield  
Proj. 7010-300-101, PE101  
Fr: S. End of Cypress Creek  
To: Int. of Route 10
- Location Route 45 - Cumberland County  
& Design: Proj. 0045-024-105, PE101, M501, M502  
Fr: 4.92 Mi. North of Route 60  
To: 7.19 Mi. North of Route 60
- Location Route 81 - Shenandoah County  
& Design: Proj. 0081-085-115, C501  
Additional Ramps at Route 81 and Route 55 Interchange
- Location Route 522 (Evans Street/Sperryville Pike) - Town of  
& Design: Culpeper  
Proj. 0522-204-101, C501  
Fr: Intersection Business Route 15 and Route 29  
(Main Street)  
To: 0.10 Mi. W. Intersection Virginia Avenue
- Location Route 221 (Franklin Road) - City of Roanoke  
& Design: Proj. 0221-128-101, C501  
Fr: 0.02 Mi. E. Intersection Third Street  
To: 0.06 Mi. S. Intersection Elm Street
- Location Route 654 (Barracks Road) - Albemarle County  
& Design: Proj. 0654-002-220, C501  
Intersection of Route 654 and Route 656
- Route 656 (Georgetown Road) - Albemarle County  
Proj. 0656-020-221, C501  
Fr: 0.05 Mi. S. of Route 1411  
To: 0.08 Mi. N. of Route 1472

2. Designation as a Virginia Byway: Route 659 - Halifax County  
Fr: Intersection Route 501 North  
of South Boston  
To: Intersection with Route 688  
near Elmo
13. Conveyances: Route 13 - Northampton County  
Route 58 - Carroll County  
Route 58 - Wise County  
Route 60 - City of Newport News  
Route 95 - Arlington County  
Route 218 - Stafford County  
Route 616 - Southampton County  
Route 632 - Highland County  
Route 664 - City of Newport News  
Route 675 - Shenandoah County  
Merrifield Area Headquarters - Fairfax County
14. Industrial Access: Campbell County  
Proj. 1000-015-242,M501  
Trans World Connections, Ltd.
15. Primary and Secondary Road Fund (Revenue Sharing Program)  
Sussex, Stafford and Loudoun Counties
16. Primary and Secondary Road Fund (Revenue Sharing Program)  
Allocation of Funds
17. Final Allocations - Interstate, Primary and Urban Highway Systems,  
Public Transit, Ports and Airports, Fiscal Year 1989-90; and  
Six-Year Improvement Program, Fiscal Years 1989-90 through  
1994-95 for Interstate, Primary, Urban and Secondary Highway  
Systems, Public Transit, Ports and Airports
18. Registration of Subcontractors
19. Dulles Toll Road Extension Privatization Proposal
20. New Business
21. Adjourn

**MINUTES  
OF  
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD**

Norfolk, Virginia  
July 20, 1989

The monthly meeting of the Commonwealth Transportation Board was held at the Virginia Port Authority offices, Norfolk, Virginia, on July 20, 1989, at 10:00 a.m. The chairman, Mr. Ray D. Pethtel, presided.

Present: Messrs. Pethtel, Bacon, Beyer, Davidson, Howlette, Humphreys, Kelly, Leafe, Malbon, Musselwhite, Quicke, Smalley and Waldman and Mrs. Kincheloe and Dr. Thomas.

Mr. Pethtel offered congratulations to Messrs. Joseph A. Leafe, C. Roger Malbon and Stephen A. Musselwhite on their reappointments to the Board effective July 1.

On motion of Mr. Quicke, seconded by Dr. Thomas, the minutes of the meeting of May 18, 1989 were approved.

On motion of Mr. Quicke, seconded by Dr. Thomas, permits issued and canceled from June 15, 1989, to July 19, 1989, inclusive, as shown by the records of the Department, were approved.

7/20/89

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Lee and Scott Counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts 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, that following roads are discontinued as parts of the Secondary System of Highways, effective this date.

Lee County	Route 641 - Section 2 of old location Route 641.	0.08 Mi.
Scott County	Route 632 - Section 1 of old location Route 632.	0.07 Mi.
Scott County	Route 679 - Section 2 of old location Route 679.	0.05 Mi.

Motion carried.

Moved by Mr. Quicke, seconded by Dr. Thomas,  
that the Board approve additions and abandonments to the Secondary System from June 1, 1989 through June 30, 1989, inclusive, as shown by the records of the Department. Motion carried.

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

WHEREAS, Route 83 in Dickenson County has been altered and reconstructed as shown on plans for Project 0083-025-110, C501; 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

WHEREAS, at its meeting on September 16, 1976, the Commonwealth Transportation Board authorized the discontinuance of said sections of road as provided in Section 33.1-144 of the Code of Virginia of 1950, as amended;

7/20/89

NOW, THEREFORE, BE IT RESOLVED, that the action at the September 16, 1976 meeting authorizing discontinuance of the aforementioned Sections 6 and 7 of Route 83 in Dickenson County be rescinded; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.19 mile of old Route 83 designated as Sections 6 and 7 on the plat dated September 10, 1975, Project 0083-025-110, C-501, be abandoned as a part of the State Highway System.

Motion carried.

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

WHEREAS, Route 33 in Henrico County has been altered and reconstructed as shown on plans for Project: 0033-043-108, RW-202; and

WHEREAS, one section of the old road is no longer necessary as a public road or for purposes of the State Highway System, as the new road serves 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, 0.02 mile of Route 33, designated as Section 2 on the plat dated June 6, Project 0033-043-108, RW-202 be abandoned as part of the State Highway System.

Motion carried.

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

WHEREAS, Route 13 in Northampton County has been altered and reconstructed as shown on plans for Project 0013-065-102, C-501; and

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

7/20/89

WHEREAS, at its meeting on April 24, 1967, the Commonwealth Transportation Board authorized the discontinuance of said section of road as provided in Section 33.1-144 of the Code of Virginia of 1950, as amended;

NOW, THEREFORE, BE IT RESOLVED, that the action at the April 24, 1967 meeting authorizing discontinuance of the aforementioned Section 2 of Route 13 in Northampton County be rescinded; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.14 mile of old Route 13 designated as Section 2 on the plat dated January 12, 1967, Project 0013-065-102, C-501, be abandoned as a part of the State Highway System.

Motion carried.

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

WHEREAS, Route 211 in Rappahannock County has been altered and reconstructed as shown on plans for Project 0211-078-102, C-501; and

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

WHEREAS, at its meeting on March 23, 1967, the Commonwealth Transportation Board authorized the discontinuance of said section of road as provided in Section 33.1-144 of the Code of Virginia of 1950, as amended;

NOW, THEREFORE, BE IT RESOLVED, that the action at the March 23, 1967 meeting authorizing discontinuance of the aforementioned Section 2 of Route 211 in Rappahannock County be rescinded; and

7/20/89

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.39 mile of old Route 211 designated as Section 2 on the plat dated October 5, 1966, Project 0211-078-102, C-501, be abandoned as a part of the State Highway System.

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain Principal-Minor Arterial Roads and/or Collector-Local Streets within the corporate limits of the City of Petersburg are eligible for such payment; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Petersburg, for maintenance payments on streets/roads meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Petersburg for streets/roads be increased by 2.51 centerline miles. This increase is a result of additions of minor arterial roads and local streets as described on tabulation sheets numbered 1 through 3 for the City of Petersburg dated May 9, 1989. The tabulation sheets are on file in the Department's Urban Division.

The street/road additions totaling 2.51 centerline miles increase the total mileage to 177.50 centerline miles of approved streets subject to maintenance payments.

Motion carried.



7/20/89

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

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain Principal-Minor Arterial Roads and/or collector-local Streets within the corporate limits of the City of Virginia Beach are eligible for such payment; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Virginia Beach, for maintenance payments on street/roads meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Virginia Beach for streets/roads be increased by 34.15 centerline miles. This increase is a result of additions of minor arterial roads and collector local streets as described on tabulation sheets numbered 1 through 24 for the City of Virginia Beach dated May 22, 1989. these tabulation sheets are on file in the Department's Urban Division.

The street/road additions totaling 34.15 centerline miles increase the total mileage to 1,199.71 centerline miles of approved streets subject to maintenance payments.

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain Principal-Minor Arterial Roads and/or Collector-Local Streets within the corporate limits of the City of Manassas are eligible for such payment; and

7/20/89

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Manassas, for maintenance payments on streets meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Manassas for streets be increased by 2.54 centerline miles. This increase is a result of additions of local streets as described on tabulation sheets numbered 1 through 8 for the City of Manassas dated January 18, 1989. The tabulation sheets are on file in the Department's Urban Division.

The street additions totaling 2.54 centerline miles increase the total local mileage to 59.73 centerline miles of approved streets subject to maintenance payments.

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain principal-minor arterial roads and/or collector-local streets within the corporate limits of the Town of Richlands are eligible for such payment; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the Town of Richlands, for maintenance payments on streets/roads meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the Town of Richlands for local streets be increased by 0.65 centerline miles. This increase is a result of additions of local streets as described on tabulation sheet number 1 for the Town of Richlands dated May 18, 1989. The tabulation sheet is on file in the Department's Urban Division.

7/20/89

The street addition totaling 0.65 centerline mile increases the total local mileage to 16.58 centerline miles of approved streets subject to maintenance payments.

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain principal-minor arterial roads and/or collector-local streets within the corporate limits of the City of Newport News are eligible for such payment; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Newport News, for maintenance payments on streets/roads meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Newport News for streets/roads be increased by 2.07 centerline miles. This increase is a result of additions and deletions of minor-arterial roads and local streets as described on tabulation sheets numbered 1 thru 4 for the City of Newport News dated May 31, 1989. The tabulation sheets are on file in the Department's Urban Division.

The street and road net addition totaling 2.07 centerline miles increases the total mileage to 438.52 centerline miles of approved streets subject to maintenance payments.

Motion carried.

7/20/89

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

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain principal-minor arterial roads and/or collector-local streets within the corporate limits of the City of Staunton are eligible for such payment; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Staunton, for maintenance payments on streets/roads meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Staunton for local streets be increased by 1.77 centerline miles. This increase is a result of additions of local streets as described on tabulation sheet numbered 1 for the City of Staunton dated June 7, 1989. The tabulation sheet is on file in the Department's Urban Division.

The street additions totaling 1.77 centerline miles increase the total local mileage to 75.69 centerline miles of approved streets subject to maintenance payments.

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain principal-minor arterial roads and/or collector-local streets within the corporate limits of the City of Winchester, are eligible for such payment; and

7/20/89

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Winchester, for maintenance payments on streets/roads meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Winchester for streets/roads be increased by 1.57 centerline miles. This increase is a result of additions of local streets as described on tabulation sheet number 1 for the City of Winchester dated June 26, 1989. The tabulation sheet is on file in the Department's Urban Division.

The street additions totaling 1.59 centerline miles increase the total local mileage to 61.80 centerline miles of approved streets subject to maintenance payments.

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain principal-minor arterial roads and/or collector-local streets within the corporate limits of the Town of Saltville are eligible for such payment; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the Town of Saltville, for maintenance payments on streets/roads meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the Town of Saltville for local streets be increased by 6.03 centerline miles. This increase is a result of additions of local streets as described on tabulation sheets numbered 1 through 2 for the Town of Saltville dated June 22, 1989. The tabulation sheets are on file in the Department's Urban Division.

7/20/89

The street additions totaling 6.03 centerline miles increase the total local mileage to 11.59 centerline miles of approved streets subject to maintenance payments.

Motion carried.

The bids received June 27, 1989 were approved as noted on attached sheets numbered 11a through 11q.

BIDS RECEIVED JUNE 27, 1969

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
INTERSTATE SYSTEM							
147-89A	890147A6	95	S.H. Quadrant of Rtes. 301 & 95 Interchange Greensville County Establishment of a Wetlands Bank	AWARD	Barnhill Contracting Co. & Subs. Tarboro, NC	4	\$408,205.04
164-89A	890164A4	0064-121-105,8618 0064-121-105,8619	Oyster Point Rd. (1.1 Mi. E. Int. Rte. 143) AND Conn. Exist. Oyster Point Rd. over I-64 (1.3 Mi. E. of Rte. 143) City of Newport News 2 Bys.	AWARD	Traylor Bros., Inc. Evansville, IN	8	\$3,725,381.40
1253	89F235S6	BR-7C-89	Rte. 64 (EBL & WBL) over Rivanna Rv.; Rte. 64 (EBL & WBL) over Reckunk Cr. Albemarle County Deck Repr. & Polymer Conc. Overlay (3) & Methyl Methacrylate Conc. Overlay (1)	AWARD	Lanford Brothers Co., Inc. Roanoke, VA	5	\$255,989.00

Moved by Mr. Smalley, seconded by Dr. Thomas, that the Board approve the bids listed above for award for the INTERSTATE SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried.

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
130-89A 890130A5	0042-007-109, M501 0042-007-109, D601 0042-007-1135-000	42	Box Culvert & Approaches over Buffalo Branch & Little Calipasture Rv. Augusta County Asphalt Conc. Base Course, Entire Surf. Asphalt Top & Drainage Strs.	AWARD	DLB, INC. Hillsville, VA	5	\$339,505.77
137-89A 890137A8	0229-023-1012, SR01	229	Rte. 229 Over Duaneans Run (0.6 Mi. S. Rte. 611) Culpeper County Br. Repr. & Constr. Approaches	AWARD	Haynes Bros., Inc. Chatham, VA	5	\$320,467.50
158-89A 890158A2	0033-082-122, M501 0033-082-122, B619	33	Rte. 33 over War Branch(0.4 Mi. W. Rte. 875) Rockingham County Asphalt Conc. Base Course, Entire Surf. Asphalt Top & Br.	AWARD	Echols Brothers, Inc. Staunton, VA	6	\$299,976.00
56-89A 890056A5	7360-042-101, M501	360	From: 0.279 Mi. S. W. Rte. 156 To: 0.562 Mi. S. W. Rte. 156 Hanover County Drainage Improvements	AWARD	Quail Oak, Inc. Richmond, VA	9	\$297,901.60



BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
136-89A 890136A9	0001-020-126, M501	1	Rt. Turn Lane Int. Rte. 1 & Rte. 1144 (Pine Forest Dr.) Chesterfield County Asphalt Conc. Base Course & Asphalt Top	AWARD	B. P. Short & Son Paving Co., Inc. Petersburg, VA	3	\$27,297.00
138-89A 890138A7	0083-025-114, M504	83	From: 0.909 Mi. E. Wise Cl To: 0.092 Mi. E. Wise Cl Dickenson County Asphalt Conc. Base Course Entire Surf. asp. Top & Incids.	AWARD	Estes Brothers Constr., Inc. Jonesville, VA	7	\$611,737.50
151-89A 890151A9	0219-048-106, C502 0609-048-133, C501 609	218 & 609	From: 0.159 Mi. W. Int. Rte. 609 To: 0.062 Mi. E. Int. Rte. 609 AND From: 0.006 Mi. S. Int. Rte. 649 To: Int. Rte. 218 King George County Asphalt Conc. Base Course & Asphalt Top	AWARD	Bishop & Settle Constr. Co., Inc. Alberta, VA	3	\$394,752.15
154-89A 890154A6	0010-061-106, C501	10	From: 0.411 Mi. N. Int. Rte. 460 To: Int. Rte. 460 City of Suffolk Asphalt Conc. Base Course, Entire Surf. Asphalt Top, Signs, Utils., & Incids.	AWARD	Henry S. Branscome, Inc. Williamsburg, VA	3	\$1,124,949.00

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
166-89A	890166A2 0058-965-104,8601	58	Rte. 58 under Elizabeth Rv. Suffolk District Repr. Rdwy. Slab, Replace Lighting System	AWARD	North Landing Line Constr. Co. Chesapeake, VA	3	\$3,485,980.72
1245	89F24557 0011-007-108,MS01	11	From: 0.1 Mi. S. SC. (S. Rte. 11) To: 0.24 Mi. N. Int. Rte. 11-Rte. 262 EBL Augusta County Right Turn Lane	AWARD	DLB, INC. Hillsville, VA	4	\$47,903.00
1230 1 1 1	89F25059 8R-7E-89	29 & 229	Rte. 29 over Robinson Rv.; Rte. 229 over Hazel Rv. Madison & Culpeper Co's. Bridge Substructure Repairs	AWARD	Burleigh Constr. Co., Inc. Concord, VA	2	\$64,760.00
1254	89F25455 0259-082-0170,423	259	From: 4.11 Mi. W. WCL Broadway To: 4.25 Mi. W. WCL Broadway Rockingham County Repr. Cut Slope Failure	AWARD	English Constr. Co., Inc. Altavista, VA	6	\$1,125,169.00

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
58-898	89005881	340	From: 0.112 Mi. E. Int. Rte. 671 To: 0.116 Mi. W. Int. Rte. 671 Loudoun County Asphalt Conc. Base Course, Entire Surf. Asphalt Top & Drainage Str. Extension	REJECT	D.B. INC. Hillsville, VA	2	\$379,665.00
160-89A	890160A8	35	Int. Rte. 40 Sussex County Intersection Improvements	REJECT	Mike Hunter, Inc. Norfolk, VA	3	\$16,854.00
1249	89F24953	220	Brs. Carrying Rte. 220 over Rte. 40 Franklin County Bridge Repairs	REJECT	Burleigh Constr. Co., Inc. Concord, VA	4	\$32,850.00
1251	89F25158	3	Br. on Rte. 3 over Rappahannock Rv. (Chatham Br.) Stafford County Add Additional Diaphragms & Replace Bearings At Piers 3 & 7	REJECT	Lanford Brothers Co., Inc. Roanoke, VA	5	\$173,050.00

Moved by Mr. Bacon, seconded by Dr. Thomas, that the Board approve the bids listed above for award for the PRIMARY SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer, and approve rejection of bids listed above for rejection and authorize readvertisement. Motion carried.

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
URBAN SYSTEM							
163-89A	890169A5	0042-115-102,C501	42	From: 0.316 Mi. N. SCL Harrisonburg To: 1.791 Mi. N. SCL Harrisonburg(Grace St.) City of Harrisonburg Asphalt Conc. Base Course, Entire Surf. Asphalt Top, Utilities & Signals	AWARD	General Excavation, Inc. Luray, VA	2 \$3,205,943.00
165-89A	890169A3	U000-127-111,C501	Belmont Rd.	From: 0.22 Mi. N. SCL Richmond To: 0.011 Mi. W. Broad Rock Rd. City of Richmond Asphalt Conc. Base Course, Entire Surf. Asphalt Top, Signals, Utilities & Incids.	AWARD	APAC-VA, INC. (RICHMOND) Richmond, VA	6 \$1,903,170.10
172-89A4	890172A4	U000-301-105,H501		From: Bethany Dr. To: Binford St. City of South Hill Asphalt Conc. Base Course & Asphalt Top	AWARD	Talbott Marks Co., Inc. Clarksville, VA	4 \$243,955.16
1237	89F23757	0011-115-103,H501	11	Rte. 11 at S. Harrisonburg Interchange City of Harrisonburg Asp. Conc. Base Course, Asp. Conc. Surf. & Signals	AWARD	Wilkins Constr. Co., Inc. Amherst, VA	3 \$210,002.25

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
170-89A	890170A6	0001-127-104,8607	From: Tredegar St. To: Belle Island City of Richmond Cable Suspended Prestr. Conc. Pedestrian Br. over James Rv.	REJECT	English Constr. Co., Inc. Altavista, VA	4	\$2,471,658.40
<p>Moved by Mr. Smalley, seconded by Dr. Thomas, that the Board approve the bids listed above for award for the URBAN SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer, and approve rejection of bids listed above for rejection and authorize readvertisement. Motion carried.</p>							
SECONDARY SYSTEM							
342-88C	880342C6	0613-025-7098,002	From: 0.95 Mi. N. Rte. 63 To: 1.39 Mi. N. Rte. 63 Dickenson County Aggr. Base Course, Asphalt Top & Br.	AWARD	Edwin O'Dell & Co. Pulaski, VA	2	\$899,883.70
129-89A	890129A8	0615-003-109,8501	From: Rte. 616 To: 1.9 Mi. S. Rte. 18 Alleghany County Aggr. Base Course & Asphalt S.T.	AWARD	A. R. Coffey & Sons, Inc. Buchanan, VA	6	\$425,060.46
131-89A	890131A4	0640-007-234,8501	From: 0.036 Mi. E. Int. Rte. 250 To: 1.434 Mi. E. Int. Rte. 250 Augusta County Asphalt Conc. Base Course & Asphalt Top	AWARD	Echois Brothers, Inc. Staunton, VA	3	\$583,460.95

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RT. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
133-89A 890133A2	0726-009-167,C501 0726-009-567,B625	726	Br. & Approaches over Goose Cr. At Int. Rte. 691 Bedford County Aggr. Base Course, Asphalt S.T. & Br.	AWARD	A. R. Coffey & Sons, Inc. Buchanan, VA	7	\$468,690.05
134-89A 890134A1	0673-012-222,C501 0673-012-222,B633	673	From: 1.5 Mi. N. Rte. 674 To: 0.3 Mi. S. Rte. 715 Brunswick County Asphalt Conc. Base Course, Asphalt Top & Br.	AWARD	Talbot Marks Co., Inc. Clarksville, VA	4	\$347,430.13
135-89A 890135A0	0753-017-194,M503	753	From: 0.5 Mi. E. Rte. 767 To: 0.6 Mi. E. Rte. 750 Carroll County Aggr. Base Course & Entire Surf. Asphalt Top	AWARD	Somers Constr. Co., Inc. Mt. Airy, NC	5	\$153,093.22
139-89A 890139A6	0665-025-133,M501	665	From: Rte. 72 To: 0.1 Mi. N. Rte. 72 Dickenson County Asphalt Conc. Base Course & Asphalt Top	REJECT	R. S. Jones & Associates, Inc. Pennington Gap, VA	4	\$314,144.00
140-89A 890140A3	0605-026-P23,M501	605	From: S. Int. Rte. 604 To: Prince George Ct Dinwiddie County Aggr. Base Course & Asphalt S.T.	AWARD	B. P. Short & Son Paving Co., Inc. Petersburg, VA	4	\$282,405.07

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
141-89A	890141A2 0650-028-149,MS01	650	From: 0.3 Mi. N. Int. Rte. 623 To: 0.66 Mi. N. Int. Rte. 623 Essex County Aggr. Base Course & Asphalt S.F.	AWARD	Stanley Constr. Co., Inc. Ashland, VA	2	\$131,890.00
145-89A	890145A8 0622-035-P06,MS01	622	From: Int. Rte. 623 To: Int. Rte. 699 Giles County Aggr. Base Course & Asphalt S.F.	AWARD	Consolidated Contracting, Inc. Marion, VA	6	\$473,316.15
146-89A	890146A7 0635-036-130,MS02	635	From: 0.042 Mi. Int. Rte. 1340 To: 0.874 Mi. E. Int. Rte. 1340 Gloucester County Aggr. Base Course & Asphalt Top	AWARD	Henry S. Branscome, Inc. Williamsburg, VA	3	\$333,482.59
148-89A	890148A5 0688-041-240,0646	688	From: 1.431 Mi. S. Int. Rte. 658 To: 1.36 Mi. S. Int. Rte. 658 Halifax County Aggr. Base Course, Asphalt S.F. & Drainage Str.	AWARD	Talbott Marks Co., Inc. Clarksville, VA	5	\$146,913.35
150-89A	890150A0 0615-047-142,MS01	615	From: 0.279 Mi. S. Int. Rte. 5 To: 0.044 Mi. S. Int. Rte. 5 James City County Asphalt Conc. Base Course & Entire Surf. Asphalt Top	AWARD	Star Contractor Co., Inc. Williamsburg, VA	7	\$78,910.00

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
152-89A 890152A8	0621-052-P88, N501	621	From: Int. Rte. 632 To: Int. Rte. 767 Lee County Aggr. Base Course & Asphalt S.T.	AWARD	Estes Bros. Contr., Inc. Jonesville, VA	6	\$184,843.30
153-89A 890153A7	0622-055-197, N501 0622-055-198, N501	622 & 662	From: 0.15 Mi. W. Rte. 491 To: 0.07 Mi. E. Rte. 691 AMD From: 0.109 Mi. E. Int. Rte. 679 To: 0.123 Mi. W. Int. Rte. 679 Lunenburg County Aggr. Base Course & Asphalt S.T.	AWARD	Garrett, Moon & Pool, Inc. Blacksstone, VA	2	\$134,777.55
155-89A 890155A5	0634-061-251, N502 0634-061-251, N503	634	From: W. Int. Rte. 404 To: Rte. 460 City of Suffolk Asphalt Conc. Base Course & Entire Surf. Asphalt Top	AWARD	Oriver Contractors, Inc. Suffolk, VA	6	\$251,896.11



BIOS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTIE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
156-89A	890156A4 0680-070-156,C503	680	From: Int. Rte. 58 To: 0.59 Mi. W. Int. Rte. 58 Patrick County Asphalt Conc. Base Course & Asphalt Top	AWARD	Sowers Constr. Co., Inc. Mt. Airy, NC	2	\$383,241.45
159-89A	890159A1 0614-083-263,N501 0614-083-263,B630 0614-083-263,N502	614	From: 0.35 Mi. N. Rte. 752 To: 0.45 Mi. N. Rte. 752 AND From: 0.55 Mi. N. Rte. 752 To: 0.69 Mi. N. Rte. 752 Russell County	AWARD	Ken Constr. Co., Inc. Lebanon, VA	5	\$88,800.00
161-89A	890161A7 0631-093-169,N501 0631-093-169,B620	631	Aggr. Base Course, Asphalt S.T. & Grs. From: 0.03 Mi. N. Int. Rte. 632 To: 0.02 Mi. S. Int. Rte. 632 Warren County	AWARD	Lanford Brothers Co., Inc. Roanoke, VA	3	\$195,355.75
162-89A	890162A6 0714-095-087,N502	714	From: Int. Rte. 762 To: Int. Rte. 736 Washington County Aggr. Base Course & Asphalt S.T.	AWARD	Haywood, Inc. Mountain City, TN	5	\$157,194.68
167-89A	890167A1 0676-013-119,N501	676	From: 0.65 Mi. W. Rte. 643 To: 1.35 Mi. W. Rte. 643 Buchanan County Asphalt Conc. Base Course & Asphalt Top	AWARD	Haywood, Inc. Mountain City, TN	3	\$178,497.30

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
168-89A 890168A0	0608-013-115, N501 0620-013-191, N501 0601-013-101, N501	Var.	Various Locations Buchanan County Overlay Exist. Pave. & Stabilize Shoulders	AWARD	Haymead, Inc. Mountain City, TN	3	\$487,579.04
1228 89F228S8	0619-054-472, N502	619	From: Goochland Ct To: 1.1 Mi. S. Int. Rte. 522 Louisa County Aggr. Mat'l With Prime & Double Seal Surf.	AWARD	J. E. Evans & Son Constr. Co., Inc. Appomattox, VA	4	\$156,098.50
1230 89F230S4	0649-025-136, N501	649	From: W. Int. Rte. 637 To: Wise Ct Dickenson County Plant Mix Overlay (Spot Work)	AWARD	M-L Constr. & Paving, Inc. Chilhowie, VA	2	\$117,271.25
1233 89F233S1	0644-046-431, N501	644	From: Int. Rte. 258 To: Int. Rte. 637 Isle of Wight Aggr. Base Course	AWARD	Rose Brothers Paving Co., Inc. Ahoskie, NC	3	\$112,271.00
1235 89F235S9	0614-047-132, N506		From: 0.644 Mi. N. Int. Rte. 639 To: 0.186 Mi. S. Int. Rte. 612 James City County Aggr. Base Course & Asphalt S.T.	AWARD	Star Contractor Co., Inc. Williamsburg, VA	4	\$139,729.00
1238 89F238S6	0750-017-458, N501	750	From: Rte. 829 To: Rte. 752 Carroll County Aggr. Base Course with Prime & Double Seal S.T.	AWARD	Strickland Constr., Inc. Fancy Gap, VA	8	\$154,747.60

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
1239	89F23955 0703-017-P48,N501 0808-017-257,N501	703 & 808	From: Rte. 703: 1.0 Mi. S. Rte. 58 Rte. 808: 0.7 Mi. S. Rte. 58 To: Rte. 703: Rte. 58	AWARD	Somers Constr. Co., Inc. Mt. Airy, NC	7	\$275,259.56
1241	89F24151 0641-011-P96,N502	641	From: Rte. 606 To: Rte. 638 Botetourt County Aggr. Base Course & Asphalt S.T.	AWARD	A. R. Coffey & Sons, Inc. Buchanan, VA	6	\$238,062.68
1242	89F24250 1902-080-252,N501	1902	From: Int. Rte. 1867 To: 0.07 Mi. N. Int. Rte. 1867 Roanoke County Asp. Conc. Overlay & Drainage Improvement	AWARD	S. R. Draper Paving Co. Roanoke, VA	4	\$33,092.96
1243	89F24359 1446-080-269,N501	1446	From: Int. Rte. 1443 To: 0.69 Mi. S. Int. Rte. 1443 Roanoke County Asp. Conc. Overlay & Drainage Improvement	AWARD	S. R. Draper Paving Co. Roanoke, VA	3	\$41,565.65

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
1244	89F24458 0879-053-247,MS01 0878-053-246,MS01	879 & 878	From: Int. Rte. 690 To: 0.16 Mi. S. W. Rte. 879 AND From: Int. Rte. 878 To: 0.19 Mi. S. W. Rte. 878 Loudoun County Aggr. Base Course & Asp. S.T.	AWARD	Rock Hard Excavating, Inc. Falls Church, VA	3	\$114,782.06
1248	89F24854 1035-017-259,MS01	1035	From: Rte. 808 To: 0.57 Mi. W. Rte. 808 Carroll County Asp. Conc. Base & Top	AWARD	Strickland Constr., Inc. Fancy Gap, VA	6	\$169,312.15
1252	89F25257 20-0623, B15301	623	From: Int. Rte. 655 To: 0.85 Mi. N. Rte. 655 Chesterfield County Grade, Drain, Stabilize & Asp. S.T.	AWARD	APAC-VA, INC. (RICHMOND) Richmond, VA	3	\$204,558.00
1229	89F22957 0636-068-P77,MS01	636	From: Rte. 522 To: Rte. 626 Orange County Aggr. Base Mat'l With Asp. S.T., Grading & Drainage	REJECT	General Excavation, Inc. Luray, VA	2	\$284,931.00

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
1234	89F23450	0438-076-5005	638 From: D.133 Mi. S. Rte. 642 To: 0.066 Mi. N. Rte. 642 Prince William County Construct Left Turn Lane & Overlay Rdwy.	REJECT	General Paving Corp. Manassas, VA	4	\$124,697.15
<p>Moved by Mr. Smalley, seconded by Mr. Bacon, that the Board approve the bids listed above for award for the SECONDARY SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer, and approve rejection of bids listed above for rejection and authorize readvertisement. Motion carried.</p>							
MISCELLANEOUS							
1255	89F2554	6R-A1-89	Var. Various Locations Fairfax County Repr. & Replacement of Guardrail	AWARD	L. S. Lee, Inc. Richmond, VA	4	\$514,950.00
1142	89F14210	L005-961-101,N501	Var. Various Locations Bristol District Installation of Loop Detectors	AWARD	Apex Contracting, Inc. Paris, KY	4	\$105,130.05
1143	89F14319	L005-962-101,N501	Var. Various Locations Salem District Installation of Loop Detectors	AWARD	Apex Contracting, Inc. Paris, KY	4	\$170,071.85
1144	89F14418	L005-963-101,N501	Var. Various Locations Lynchburg County Installation of Loop Detectors	AWARD	Apex Contracting, Inc. Paris, KY	4	\$150,248.85

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
1231	89F23153 GR-6A-89	Var.	Various Locations Fredericksburg District Guardrail Installation	AWARD	L. S. Lee, Inc. Richmond, VA	5	\$118,946.00
1240	89F24052 TSM-01-89	Var.	Various Locations Fairfax County Traffic Signal Modifications @ Intersections	AWARD	Buck Line Corp. Reading, PA	6	\$528,415.00
1246	89F24656 GR-2-89	Var.	Various Locations Salem District Guardrail Maintenance	AWARD	Maxco, Inc. Charlottesville, VA	4	\$878,562.50
1256	89F25653 BR-A1-89	Var.	Various Locations Fairfax & Arlington Co's. Guardrail Maintenance	AWARD	L. S. Lee, Inc. Richmond, VA	3	\$381,920.00

Moved by Dr. Thomas, seconded by Mr. Kelly, that the Board approve the bids listed above for award for the MISCELLANEOUS PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried.

BIDS RECEIVED JUNE 27, 1989

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
89E006A0	0081-095-7139	81	Bridge over Beaver Creek and New Railroad SBL & NBL Washington County Girdler Splice Repair	AWARD	Fairfield Bridge Co., Inc. Fishersville, VA	2	\$210,000.00
89E007A0	0633-068-7144, A04	633	From: 1.520 Mi. N. Rte. 616 To: 1.580 Mi. N. Rte. 616 Orange County 18' x Var. Depth Aggr. Base Mat'l. Drainage Repair	AWARD	Hilkins Construction Co., Inc. Amherst, VA	2	\$124,059.00
89E008A0	L-12-89	81 & 23	Various Locations Saythe, Wythe and Wise Counties Latex Emulsion Treatment	AWARD	Slurry Pavers, Inc. Glen Allen, VA	1	\$148,400.73
89E009A0	0077-017-7146, 003	77	SBL MP 1.30 & MP 6.40 Carroll County Temporary Crossovers and Pavement Overlay	AWARD	APAC-VIRGINIA, Inc. Danville, VA	1	\$70,840.00
89E010A0	FE-2-89	77	SBL MP 1.30 & MP 6.40 Carroll County Spec. Design Rock Barrier	AWARD	Guardrail of Roanoke, Inc. Roanoke, VA	2	\$85,971.00
89E011A0	0039-010-7150, 006	39	West of Warm Springs Bath County Repair Slope Failure	AWARD	Byer, Harmon & Johnson General Contractors, Inc. Covington, VA	6	\$59,507.00

Emergency Contracts

Moved by Mr. Bacon, seconded by Mr. Quicke, that the Board approve the bids listed above for award for the EMERGENCY CONTRACTS, and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried.

7/20/89

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Sverdrup Corporation, and it has been determined that a change in the scope of services is necessary to provide engineering services for the redesign of interchanges, photography, additional survey and redesign of major connections and additional alignment miles that was requested by the City of Manassas, Prince William County and the National Park Services.

6234-076-112, PE-100

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$2,915,613.00.

This Supplemental Agreement No. 1 is in the amount of \$917,700.00 for services and expenses plus a net fee of \$41,287.00 making the total for this supplement \$958,987.00. The total maximum compensation of the agreement including this and all prior supplements is now \$3,873,600.00

Motion carried.

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

WHEREAS, in accordance with Department policy and the Procurement Act of the Commonwealth, a Memorandum of Agreement has been received from the consulting firm of Amtex Engineering Co. of Mechanicsville, Virginia for performing right of way services including appraisals, negotiations, and relocations on a statewide basis, and

WHEREAS, the Department does not have sufficient staff personnel to perform the work necessary to implement the present advertising schedule, and



7/20/89

WHEREAS, compensation has been agreed upon based on hourly rates for the various services to be performed as set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the execution of a Memorandum of Agreement with the firm of Amtex Engineering Co. of Mechanicsville, Virginia, which establishes a maximum total compensation of \$1,000,000 to be applied on a project-by-project basis over a one-year time frame.

Motion carried.

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

WHEREAS, in accordance with Department policy and the Procurement Act of the Commonwealth, a Memorandum of Agreement has been received from the consulting firm of Coates Field Service Inc. of Oklahoma City, Oklahoma for performing right of way services including appraisals, negotiations, and relocations on a statewide basis, and

WHEREAS, the Department does not have sufficient staff personnel to perform the work necessary to implement the present advertising schedule, and

WHEREAS, compensation has been agreed upon based on hourly rates for the various services to be performed as set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the execution of a Memorandum of Agreement with the firm of Coates Field Service Inc. of Oklahoma City, Oklahoma, which establishes a maximum total compensation of \$1,000,000 to be applied on a project-by-project basis over a one-year time frame.

Motion carried.

7/20/89

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

WHEREAS, in accordance with Department policy and the Procurement Act of the Commonwealth, a Memorandum of Agreement has been received from the consulting firm of **D. E. McGillem & Associates, Inc.**, of Indianapolis, Indiana for performing right of way services including appraisals, negotiations, and relocations on a statewide basis, and

WHEREAS, the Department does not have sufficient staff personnel to perform the work necessary to implement the present advertising schedule, and

WHEREAS, compensation has been agreed upon based on hourly rates for the various services to be performed as set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the execution of a Memorandum of Agreement with the firm of **D. E. McGillem & Associates, Inc.**, of Indianapolis, Indiana, which establishes a maximum total compensation of \$1,000,000 to be applied on a project-by-project basis over a one-year time frame.

Motion carried.

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

WHEREAS, in accordance with Department policy and the Procurement Act of the Commonwealth, a Memorandum of Agreement has been received from the consulting firm of **Diversified Energy Services, Inc.** of Atlanta, Georgia for performing right of way services including appraisals, negotiations, and relocations on a statewide basis, and

WHEREAS, the Department does not have sufficient staff personnel to perform the work necessary to implement the present advertising schedule, and

WHEREAS, compensation has been agreed upon based on hourly rates for the various services to be performed as set forth in the Memorandum of Agreement.

7/20/89

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the execution of a Memorandum of Agreement with the firm of Diversified Energy Services, Inc. of Atlanta Georgia, which establishes a maximum total compensation of \$1,000,000 to be applied on a project-by-project basis over a one-year time frame.

Motion carried.

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

WHEREAS, in accordance with Department policy and the Procurement Act of the Commonwealth, a Memorandum of Agreement has been received from the consulting firm of Ford, Bacon, & Davis of Monroe, Louisiana for performing right of way services including appraisals, negotiations, and relocations on a statewide basis, and

WHEREAS, the Department does not have sufficient staff personnel to perform the work necessary to implement the present advertising schedule, and

WHEREAS, compensation has been agreed upon based on hourly rates for the various services to be performed as set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the execution of a Memorandum of Agreement with the firm of Ford, Bacon, & Davis of Monroe, Louisiana, which establishes a maximum total compensation of \$1,000,000 to be applied on a project-by-project basis over a one-year time frame.

Motion carried.

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

WHEREAS, in accordance with Department policy and the Procurement Act of the Commonwealth, a Memorandum of Agreement has been received from the consulting firm of Kaiser Engineers, Inc. of Fairfax, Virginia, for performing right of way services including appraisals, negotiations, and relocations on a statewide basis, and

7/20/89

WHEREAS, the Department does not have sufficient staff personnel to perform the work necessary to implement the present advertising schedule, and

WHEREAS, compensation has been agreed upon based on hourly rates for the various services to be performed as set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the execution of a Memorandum of Agreement with the firm of Kaiser Engineers, Inc. of Fairfax, Virginia, which establishes a maximum total compensation of \$1,000,000 to be applied on a project-by-project basis over a one-year time frame.

Motion carried.

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

WHEREAS, in accordance with Department policy and the Procurement Act of the Commonwealth, a Memorandum of Agreement has been received from the consulting firm of Moreland Altobelli Associates of Atlanta, Georgia for performing right of way services including appraisals, negotiations, and relocations on a statewide basis, and

WHEREAS, the Department does not have sufficient staff personnel to perform the work necessary to implement the present advertising schedule, and

WHEREAS, compensation has been agreed upon based on hourly rates for the various services to be performed as set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the execution of a Memorandum of Agreement with the firm of Moreland Altobelli Associates of Atlanta, Georgia, which establishes a maximum total compensation of \$1,000,000 to be applied on a project-by-project basis over a one-year time frame.

Motion carried.

7/20/89

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

WHEREAS, in accordance with Department policy and the Procurement Act of the Commonwealth, a Memorandum of Agreement has been received from the consulting firm of O. R. Colan Associates of South Charleston, West Virginia for performing right of way services including appraisals, negotiations, and relocations on a statewide basis, and

WHEREAS, the Department does not have sufficient staff personnel to perform the work necessary to implement the present advertising schedule, and

WHEREAS, compensation has been agreed upon based on hourly rates for the various services to be performed as set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the execution of a Memorandum of Agreement with the firm of O. R. Colan Associates of South Charleston, West Virginia, which establishes a maximum total compensation of \$1,000,000 to be applied on a project-by-project basis over a one-year time frame.

Motion carried.

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

WHEREAS, in accordance with Department policy and the Procurement Act of the Commonwealth, a Memorandum of Agreement has been received from the consulting firm of Presnell Associates, Inc. of Norfolk, Virginia for performing right of way services including appraisals, negotiations, and relocations on a statewide basis, and

WHEREAS, the Department does not have sufficient staff personnel to perform the work necessary to implement the present advertising schedule, and

WHEREAS, compensation has been agreed upon based on hourly rates for the various services to be performed as set forth in the Memorandum of Agreement.

7/20/89

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the execution of a Memorandum of Agreement with the firm of Presnell Associates, Inc. of Norfolk, Virginia, which establishes a maximum total compensation of \$1,000,000 to be applied on a project-by-project basis over a one-year time frame.

Motion carried.

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

WHEREAS, in accordance with Department policy and the Procurement Act of the Commonwealth, a Memorandum of Agreement has been received from the consulting firm of Thompson & Litton of Wise, Virginia, for performing right of way services including appraisals, negotiations, and relocations on a statewide basis, and

WHEREAS, the Department does not have sufficient staff personnel to perform the work necessary to implement the present advertising schedule, and

WHEREAS, compensation has been agreed upon based on hourly rates for the various services to be performed as set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the execution of a Memorandum of Agreement with the firm of Thompson & Litton of Wise, Virginia, which establishes a maximum total compensation of \$1,000,000 to be applied on a project-by-project basis over a one-year time frame.

Motion carried.

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

WHEREAS, in accordance with Department policy and the Procurement Act of the Commonwealth, a Memorandum of Agreement has been received from the consulting firm of R/W Acquisition Associates of Washington, D.C., for performing right of way services including appraisals, negotiations, and relocations on a statewide basis, and

7/20/89

WHEREAS, the Department does not have sufficient staff personnel to perform the work necessary to implement the present advertising schedule, and

WHEREAS, compensation has been agreed upon based on hourly rates for the various services to be performed as set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the execution of a Memorandum of Agreement with the firm of R/W Acquisition Associates of Washington, D. C., which establishes a maximum total compensation of \$1,000,000 to be applied on a project-by-project basis over a one-year time frame.

Motion carried.

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

WHEREAS, in accordance with Department policy and the Procurement Act of the Commonwealth, a Memorandum of Agreement has been received from the consulting firm of Universal Field Services of Tulsa, Oklahoma, for performing right of way services including appraisals, negotiations, and relocations on a statewide basis, and

WHEREAS, the Department does not have sufficient staff personnel to perform the work necessary to implement the present advertising schedule, and

WHEREAS, compensation has been agreed upon based on hourly rates for the various services to be performed as set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the execution of a Memorandum of Agreement with the firm of Universal Field Services of Tulsa, Oklahoma, which establishes a maximum total compensation of \$1,000,000 to be applied on a project-by-project basis over a one-year time frame.

Motion carried.

7/20/89

Moved by Mr. Kelly, seconded by Mr. Bacon, 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 Smithfield Elementary School on November 15, 1988, at 7:00 p.m. for the purpose of considering the proposed location and design of Business Route 10 (South Church Street) from the south end of the Cypress Creek Bridge to the intersection of Route 10 in the Town of Smithfield, State Project 7010-300-101, PE-101, C-501; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with modifications to the segment between Battery Park Road and the Cypress Creek Bridge to reduce the proposed number of lanes to two with a center lane for continuous left turn movements.

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 Cumberland County High School Cafeteria on May 17, 1989, at 7:00 p.m. for the purpose of considering the proposed location and design of Route 45 from 4.92 miles north of Route 60 to 7.19 miles north of Route 60 in Cumberland County, State Project 0045-024-105, M-501, M-502; and



7/20/89

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. Smalley, 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 Strasburg High School Library on May 17, 1989, at 7:00 p.m., for the purpose of considering the proposed location and design of additional ramps on the east side of the Route 55 Interchange, on Interstate Route 81, in Shenandoah County, State Project 0081-085-115, C-501; Federal Project IR-081-3(113); 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.

7/20/89

Moved by Mrs. Kincheloe, 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 Culpeper Rescue Squad Hall on March 29, 1989, at 7:30 p.m. for the purpose of considering the proposed location and design of Route 522 (Evans Street/Sperryville Pike) from the intersection of Business Route 15 and 29 (Main Street) to 0.10 mile west of Virginia Avenue in the Town of Culpeper, State Project 0522-204-101, C-501; Federal Project BRF-073-2( ); and

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

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

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 a right-turn lane on Evans Street at Main Street to permit dual left-turn lanes on Evans Street for traffic northbound on Main Street and a right-turn lane on Blue Ridge Avenue at Evans Street.

Motion carried.

7/20/89

Moved by Mr. Bacon, seconded by Mr. Smalley,  
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 Council Chambers of the Roanoke Municipal Building on March 28, 1989, at 7:30 p.m. for the purpose of considering the proposed location and design of Route 221 (Franklin Road) from 0.02 mile east of the intersection of Third Street to 0.06 mile south of the intersection of Elm Avenue in the City of Roanoke, State Project 0221-128-101, C-501; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with provisions to add two feet of width to the sidewalks on both Franklin Road and the Elm Avenue connection and that the retaining wall be constructed of stone.

Motion carried.

7/20/89

Moved by Mrs. Kincheloe, seconded by Mr. Davidson, 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 Jack Jouett Middle School on April 24, 1989, at 7:30 p.m. for the purpose of considering the proposed location and design of Route 654 (Barracks Road) at the intersection of Route 656 (Georgetown Road), and of Route 656 (Georgetown Road) from 0.05 mile south of Route 1411 to 0.08 mile north of Route 1472, State Projects 0654-002-220, C-501; 0656-002-221, 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 projects as presented, and their statements being duly recorded; and

WHEREAS, the economic, social, and environmental effects of the proposed projects 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 these projects be approved in accordance with the plans 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. Malbon, 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 Historic Resources after providing the opportunity for Public Hearings; and,

7/20/89

WHEREAS, the staffs of the Division of Parks and Recreation and the Virginia Department of Transportation have reviewed and determined that Route 659 from its intersection with Route 501 north of South Boston and extend to the intersection with Route 688, near the Village of Elmo in Western Halifax County substantially meets the adopted criteria for a Virginia Byway; and,

WHEREAS, the Department of Conservation and Historic Resources on May 22, 1989, recommended to the Virginia Department of Transportation that Route 659 heretofore described, be designated as a Virginia Byway; 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 Route 659 herein described, be designated as a Virginia Byway.

Motion carried.

7/20/89

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

WHEREAS, in connection with Route 95, State Highway Project 0095-000-101-RW201, the Commonwealth acquired certain lands from Pennel Company, by Certificate dated March 6, 1972, recorded in Deed Book 1775, Page 554, case for which has been concluded; Rosslyn Connecting Railroad Company by Deed dated September 14, 1962, recorded in Deed Book 1495, Page 149, and United States of America by Deed dated January 31, 1967, recorded in Deed Book 1641, Page 366. These instruments are recorded in the Office of the Clerk of the Circuit Court of Arlington County; and

WHEREAS, the Pentagon has requested that a portion of the lands so acquired be conveyed for construction of a Virginia Power substation; and

WHEREAS, Virginia Power will furnish service to the Pentagon and the surrounding area; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the parcel of land containing approximately 53,600 square feet, and bounded by Boundary Channel Drive on the northeast, Route 395 on the south, and the Pentagon on the southwest does not constitute a section of the public road and is deemed no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

WHEREAS, in connection with Route 664, State Highway Project 0664-121-102, C-501, the Commonwealth of Virginia, Department of Transportation (formerly Department of Highways and Transportation) and the City of Newport News executed an agreement dated February 1, 1982, for the development and improvement of Seafood Industrial Park; and

7/20/89

WHEREAS, the improvement required new bulkheads for the small boat harbor and the construction of a jetty from Seafood Industrial Park into Hampton Roads; and

WHEREAS, construction of the structures has now been completed; and

WHEREAS, the City of Newport News has requested that ownership and maintenance for the east and west bulkheads and jetty be transferred to the City; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the bulkheads, lying between approximate Station 2855+00 (I-664 centerline) and Station 2859+15 (I-664 centerline) and between approximate Station 2870+28 (I-664 centerline) and Station 2876+90 (I-664 centerline) and the jetty from Seafood Industrial Park into Hampton Roads, are deemed no longer necessary to the needs of the Department.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the structures, so certified, is hereby approved and the Commonwealth Transportation Commissioner is authorized to execute in the name of the Commonwealth a quitclaim deed, conveying same to the City of Newport News 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 Dr. Thomas that

WHEREAS, the Commonwealth is the apparent owner of a drainage ditch at the intersection of Route 218 and Route 606, in Stafford County; and

WHEREAS, a drainage pipe drains water through a ditch that is cut perpendicular to Route 606 and across the middle of Thomas DeShazo's property; and

WHEREAS, the landowner has asked that the ditch be blocked off and conveyed to him in exchange for a new ditch; and

WHEREAS, the new ditch will serve the same purpose as the old ditch; and

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WHEREAS, conveyance would settle a condemnation on the DeShazo's property for 0218-089-S08-RW201, and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the drainage ditch lying on the east side of Route 606 opposite approximate centerline Station 154+88 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 Commonwealth Transportation Commissioner is hereby authorized to execute a deed of quitclaim in the name of the Commonwealth conveying the drainage ditch, 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 requisite.

Motion carried.

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

WHEREAS, the Commonwealth is the apparent owner of a portion of Route 58 in Carroll County; and

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

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

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.16 acre, more or less, and lying south of and adjacent to the south normal right of way limits of Route 58, Project 0058-017-103-RW203, from a point approximately 60 feet opposite approximate Station 245+97.50 (Route 58 EBL centerline) to a point approximately 60 feet opposite approximate Station 274+50 (Route 58 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 Commonwealth Transportation Commissioner is hereby authorized to execute a quitclaim



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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 requisite.

Motion carried.

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

WHEREAS, in connection with Route 632, the Commonwealth acquired certain lands from John L. Hiner and Blanch S. Hiner; and Etta Smith by deed dated March 3, 1965, recorded in Deed Book 45, Page 465; and from Glen D. Hiner and Shirley L. Hiner by deed dated August 5, 1966, recorded in Deed Book 46, Page 391. These deeds are recorded in the Office of the Clerk of the Circuit Court of Highland County; and

WHEREAS, under Project 0632-045-126, N-501, a portion of Route 632 was relocated serving the same citizens as before; and

WHEREAS, at a meeting of the Board of Supervisors of Highland County, held on January 3, 1989, a resolution was passed abandoning a portion of old Route 632, effective April 20, 1989; and

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

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the right of way comprising approximately 0.546 acre, more or less, land and lying between Route 647 and Route 220 from opposite approximate Station 100+29 (Old Route 632 centerline) to opposite approximate Station 107+10 (Old Route 632 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 parcel 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 Commonwealth 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.

7/20/89

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

WHEREAS, in connection with Route 60, State Highway Project 0060-121-110-RW201, the Commonwealth acquired certain lands from Anne Sims Curtis, et al, by deed dated May 11, 1984, recorded in Deed Book 1081, Page 644, in the Office of the Clerk of the Circuit Court of the City of Newport News; and

WHEREAS, the Commonwealth is the apparent owner of Wyatt Drive in the City of Newport News; and

WHEREAS, under project 0060-121-110-RW201, a portion of Wyatt Drive is being incorporated into the right of way for Warwick Boulevard; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowners have requested that portions of Wyatt Drive lying east of the east right of way limits for Warwick Boulevard be conveyed to them; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing approximately 0.30 acre, more or less, and lying east of the east normal right of way limits of Warwick Boulevard, from a point approximately 30 feet opposite approximate Station 10+21 (Woodhaven Road centerline, Project 0060-121-110-RW201) to a point approximately 55 feet right of approximate Station 691+14 (survey and construction centerline, Project 0060-121-110-RW201) 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 Commonwealth Transportation Commissioner is authorized to execute in the name of the Commonwealth deeds, 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, pending the abandonment of old Wyatt Drive.

Motion carried.

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

WHEREAS, in connection with Route 13, State Highway Project 0013-065-102-RW201, the Commonwealth acquired certain lands from

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Gertrude B. Seymour by deed dated September 29, 1965, recorded in Deed Book 154, Page 323; Addie C. Mears, by deed dated September 29, 1965, recorded in Deed Book 154, Page 588; and in conjunction with State Highway Project 296-AW-1, from Quinton G. Nottingham, Trustee, by deed dated October 13, 1938, recorded in Deed Book 95, Page 260; George D. Brickhouse and Sally Brickhouse, by deed dated May 16, 1928, recorded in Deed Book 86, Page 271, these instruments are recorded in the Office of the Clerk of the Circuit Court of Northampton County; and

WHEREAS, a portion of Route 13 was relocated in a eastern direction and serves the same citizens as the old location; and

WHEREAS, by resolution passed by the Northampton County Board of Supervisors on March 6, 1967, a section of old Route 13, a total distance of 0.14 mile, was discontinued, effective April 24, 1967; and

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

WHEREAS, the adjoining landowners have requested that the Commonwealth convey to them the excess lands, so acquired; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.984 acre, more or less, and lying west of and adjacent to the west normal right of way limits of Route 13, from a point approximately 60 feet opposite approximate Station 914+40 (SBL centerline) to a point approximately 70 feet opposite approximate Station 919+00 (SBL 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 hereby approved and the Commonwealth Transportation Commissioner is authorized to execute a deed, without warranty, in the name of the Commonwealth 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, pending the abandonment of old Route 13.

Motion carried.

7/20/89

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

WHEREAS, in connection with Route 616, State Highway Project 0616-087-102, the Commonwealth acquired certain lands from R. H. Barnes and Nellie L. Barnes by deed dated August 13, 1959, recorded in Deed Book 137, Page 477 in the Office of the Clerk of the Circuit Court of Southampton County; and

WHEREAS, under the Project 0616-087-102, Route 616 was relocated in a northern direction and serves the same citizens as the old location; and

WHEREAS, at the regular meeting of the Board of Supervisors of Southampton County held on December 19, 1960, a resolution was passed abandoning as a public road the old section of Route 616, from Station 26+40 to Station 48+40, effective February 10, 1961; and

WHEREAS, the adjoining landowner has requested that the Commonwealth convey the excess land lying between the center of old Route 616 and the south normal right of way limits of Route 616 in order to more fully develop the adjacent lands; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.101 acre, more or less, and lying between the center of old Route 616 and the south normal right of way limits of Route 616, from a point approximately 25 feet opposite approximate Station 38+96 (centerline relocated Route 616) to a point approximately 25 feet opposite approximate Station 10+60 (centerline Route 600) 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, in accordance with the provisions of Section 33.1-154 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, 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 requisite.

Motion carried.

7/20/89

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

WHEREAS, in connection with Alternate Route 58, State Highway Project 7058-097-101, C-503, the Commonwealth acquired certain lands from Maude C. Hawkins and James Hawkins, by instrument dated July 23, 1964, recorded in Deed Book 382, Page 586 in the Office of the Clerk of the Circuit Court of Wise County; and

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

WHEREAS, the adjoining landowner has requested that the Commonwealth convey the excess right of way in order to more fully develop the adjacent lands; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 1.08 acres, more or less, and lying north of and adjacent to the north normal right of way limits of Route 58, from a point approximately 55 feet opposite approximate Station 413+00 (WBL centerline, Project 7058-097-107-RW202) to a point approximately 55 feet opposite approximate Station 423+00 (WBL centerline, Project 7058-097-107-RW202) 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 land in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, to the adjoining landowner 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 Dr. Thomas  
that

WHEREAS, in connection with Route 675, State Highway Project 0675-085-159-RW201, the Commonwealth acquired certain lands from Roy R. Rupert by instrument dated July 15, 1976, recorded in Deed Book 359, Page 179, case for which has been concluded, in the Office of the Clerk of the Circuit Court of Shenandoah County; and

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

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WHEREAS, in order that the adjacent land may be more fully developed, the adjoining landowner has requested that the excess right of way be conveyed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land lying south of and adjacent to the south normal right of way limits of Route 675, from a point approximately 40 feet opposite approximate Station 75+70 (Field Revised Line "B" centerline) to a point approximately 40 feet opposite approximate Station 76+70 (Field Resided Line "B" centerline), containing approximately 0.16 acre, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the Secondary System of State Highways.

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

Motion carried.

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

WHEREAS, the Department (VDOT) entered into an agreement dated November 3, 1986, with Central Virginia Educational Television Corporation, which operates WNVC-56 (WNVC) for the conveyance of excess right of way adjacent to the Merrifield Area Headquarters located on Route 29 in Fairfax County, which was acquired from Mathew Mills and Ruth S. Mills by instrument dated March 28, 1958; and

WHEREAS, the funds to purchase the property were authorized by the General Assembly and were to be paid to the Department in four annual installments; and

WHEREAS, subsequent to the third installment, it became apparent that certain improvements to Porter Street and to Route 29 will require that segments of the contracted land be retained by the Department; and

WHEREAS, in exchange, it is recommended that the westernmost portion of the adjacent Merrifield Area Headquarters tract containing approximately 6,419 square feet, be conveyed to WNVC and the last installment waived; and

7/20/89

WHEREAS, this settlement is equitable to both parties, based upon the same rate per square foot as was used initially for the original transaction, and is consistent with the terms of the appropriations act which funded the original acquisition from VDOT; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the 6,419 square feet, more or less, land comprising the western portion of the Merrifield Area Headquarters in Fairfax County and acquired by the Commonwealth from D. A. Foster and Maude A. Foster by instrument dated February 14, 1958, and recorded in Deed Book 1631, Page 549, in the Office of the Clerk of the Circuit Court of Fairfax County is deemed no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Sections 33.1-149 and 2.1-504.3 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is hereby approved and the Commonwealth Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed, with special warranty, conveying same to the Central Virginia Educational Television Corporation which operates WNVC-56 for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion Carried.

7/20/89

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

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

WHEREAS, the Campbell County Board of Supervisors has, by resolution, requested industrial access funds to serve the facilities of Trans World Connections, LTD. located off Route 681, southwest of Lynchburg, and said access is estimated to cost \$35,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$35,000 of the 1989-90 Industrial Access fund be allocated to provide adequate access to the production facilities of Trans World Connections, LTD. located off Route 681 in Campbell County, Project 1000-015-242, M-501, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
2. documentary evidence that a total eligible capital outlay of not less than \$350,000 has been expended for the facilities occupied by the industry for production at this site.

Motion carried.



7/20/89

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

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

WHEREAS, the governing bodies of the counties electing to participate in this program for fiscal year 1988-89 did, jointly with the Department, identify specific eligible items of work to be financed from the special fund account; and

WHEREAS, by resolution, dated July 21, 1988, this Board approved the allocation of such funds in accordance with the recommendation of the governing bodies of these counties and the Department, including a \$1,000,000 allocation to Project 1000-091-165, PE-101 - Sussex County; and

WHEREAS, Sussex County has now indicated its desire to withdraw from participation in this program for fiscal year 1988-89.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby amends its action of July 21, 1988, by rescinding approval of the \$1,000,000 allocation to the Sussex County Secondary Road Fund (Project 1000-091-165, PE101).

BE IT FURTHER RESOLVED, that the \$500,000 of state matching funds, previously assigned to this project be returned to the Department's unassigned account for such matching funds.

Motion carried.

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

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

7/20/89

WHEREAS, the governing bodies of the counties electing to participate in this program for fiscal year 1988-89 did, jointly with the Department, identify specific eligible items of work to be financed from the special fund account; and

WHEREAS, by resolutions, dated July 21, 1988 and October 26, 1988, this Board approved the allocation of such funds in accordance with the recommendation of the governing bodies of these counties and the Department, including the assignment of \$70,000 to Route 700 - Budget Item 5006, \$244,550 to Route 8000 - Budget Item 5603, and \$625,450 to project 0684-089-197, C-501, Stafford County; and

WHEREAS, Stafford County has subsequently advised that due to changes in conditions, it desires to amend the earlier request whereby the allocation to the Route 700, and Route 8000 improvements be withdrawn and the allocation to Project 0684-089-197, C-501 be reduced to \$410,000; and

WHEREAS, it appears that this request falls within the intent of the applicable statute and guidelines for administering the "...County primary and secondary road fund"

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby amends its earlier action by rescinding approval of the \$70,000 allocation for Route 700 - Budget Item 5006, and the \$244,550 allocation for Route 8000 - Budget Item 5603; and by reducing the allocation for Project 0684-089-197, C-501 to \$410,000.

BE IT FURTHER RESOLVED, that \$265,000 of state matching funds released by the aforementioned action be returned to the Department's unassigned account for such matching funds.

Motion carried.

7/20/89

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

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

WHEREAS, the governing bodies of the counties electing to participate in this program for fiscal year 1988-89 did, jointly with the Department, identify specific eligible items of work to be financed from the special fund account; and

WHEREAS, by resolution dated July 21, 1988, this Board approved the allocation of such funds in accordance with the recommendation of the governing bodies of these counties and the Department, including the assignment of \$642,000 to Project 0028-053-104, RW-201 - Loudoun County; and

WHEREAS, the Loudoun County Board of Supervisors has subsequently advised that due to changes in the status of the Route 28 improvement, it desires to amend its earlier request whereby the allocation of Project 0028-053-104, RW-201 would be withdrawn and that the available funds reassigned to Project 0625-053-251, C-501; and

WHEREAS, it appears that this request falls within the intent of the applicable statute and guidelines for administering the "...County primary and secondary road fund"

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby amends its action of July 21, 1988, to withdraw the \$642,000 previously allocated to Project 0028-053-104, RW201.

7/20/89

BE IT FURTHER RESOLVED, that this \$642,000 be reassigned to Project 0625-053-251, C501.

Motion carried.

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

WHEREAS, Section 33.1-75.1, Code of Virginia, prescribes the annual allocation of state funds to provide an equivalent matching allocation for certain local funds designated by the governing body, to be placed in a special fund account know 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 street, used as such prior to July 1, 1978, up to standards sufficient to qualify them for inclusion in the state primary and secondary system..."; and

WHEREAS, the governing bodies of the counties electing to participate in this program for fiscal year 1989-90 have, jointly with the Department, identified specific eligible items of work to be financed from the special fund account as indicated on attachment "A"; and

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

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

Motion carried.

## ATTACHMENT "A"

DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA  
COUNTY PRIMARY AND SECONDARY FUND  
1989-90 FISCAL YEAR

PROGRAM FUNDING					ALLOCATION OF FUNDS		
District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	Allocation	
Bristol	Buchanan	293,400	293,400	586,800	R000-013-101, PE100	586,800	
		293,400	293,400	586,800	RT 605, BI 5300	69,000	
					0688-025-234, B619	36,800	
					0682-025-235, N501	10,000	
					0637-025-233, N501	260,000	
					0637-025-580, FS710	54,000	
					0664-025-229, C501	102,000	
					0615-025-P12, N501	30,000	
					0663-025-P13, N502	25,000	
		Lee	91,000	91,000	182,000	0606-052-125, C510	182,000
		Russell	293,400	293,400	586,800	0633-083-T42, N501	160,395
	0745-083-T53, N501					182,495	
	1302-083-T67, N501					46,239	
	0835-083-T72, N501					2,537	
	0820-083-T73, N501					6,395	
	0769-083-T74, N501					30,180	
	0701-083-T75, N501					20,407	
	0627-083-T68, N501					30,020	
	0773-083-T69, N501					3,995	
	0608-083-T70, N501					32,582	
				0830-083-T71, N501	2,697		
				0621-083-T76, N501	68,858		
	Scott	8,900	8,900	17,800	0722-084-P86, N501	17,800	
	Tazewell	58,700	58,700	117,400	Rt 8000, BI 5603	117,400	
	Wise	293,400	293,400	586,800	0644-097-287, N501	280,000	
0612-097-365, N501					81,000		
0633-097-284, C501					96,300		
					0613-097-307, B636	129,500	
Culpeper	Albenarle	290,000	290,000	580,000	0631-002-219, C504	130,000	
					0654-002-220, C501	80,000	
					0631-002-222, C501	150,000	
					0631-002-219, C501	220,000	
		Orange	5,900	5,900	11,800	Rt 8003, BI 5601	11,800

ATTACHMENT "A"

DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA  
 COUNTY PRIMARY AND SECONDARY FUND  
 1989-90 FISCAL YEAR

PROGRAM FUNDING					ALLOCATION OF FUNDS					
District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	Allocation				
Fredericksburg	Caroline	146,800	146,800	293,600	0684-016-180, B601	293,600				
	Stafford	293,400	293,400	586,800	0684-089-197, C501	500,000				
					Rt 732, BI 5301	8,000				
					Rt 8000, BI 5603	78,800				
Lynchburg	Amherst	36,700	36,700	73,400	0610-005-P07, N501	73,400				
Northern VA	Arlington	293,400	293,400	586,800	0120-000-115, C501	586,800				
					Rt 5320, BI 5301	180,000				
	Fairfax	293,400	293,400	586,800	Rt 645, BI 5302	182,000				
					Rt 6871, BI 5303	135,400				
					Rt 608, BI 5304	55,000				
					Rt 644, BI 5306	34,400				
	Loudoun	293,400	293,400	586,800	0641-053-152, C501	440,000				
					Rt 846, BI 5301	76,800				
					Rt 606, BI 5302	70,000				
	Prince William	293,400	293,400	586,800	Rt 663, BI 5307	113,343				
					0643-076-167, C502	49,000				
					1108-076-128, C501	11,000				
Rt 619, BI 5002					24,000					
0015-076-107, N501					1,000					
Rt 1954, BI 5308					12,000					
Rt 784, BI 5309					58,850					
Rt 784, BI 5310	110,000									
Richmond	Chesterfield	293,400	293,400	586,800	0651-020-266, C501	336,800				
					1513-020-267, C501	80,000				
					0637-020-221, C501	170,000				
					Mecklenburg	156,700	156,700	313,400	0722-058-243, N501	313,400
					Salem	Craig	4,500	4,500	9,000	Rt 8000, BI 5603
Salem	Pulaski	146,800	146,800	293,600	0701-077-180, C501	293,600				
	Roanoke	83,700	83,700	167,400	Rt 1109, BI 5305	65,000				
Rt 8000, BI 5603					102,400					

## ATTACHMENT "A"

DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA  
COUNTY PRIMARY AND SECONDARY FUND  
1989-90 FISCAL YEAR

PROGRAM FUNDING					ALLOCATION OF FUNDS	
District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Item #	Allocation
Staunton	Augusta	293,400	293,400	586,800	Rt 935, BI 5300	58,000
					0871-007-317, N501	25,828
					Rt 754, BI 5301	83,830
					RT 639, BI 5302	78,828
					0887-007-320, N501	5,000
					Rt 917, BI 5303	83,830
					Rt 720, BI 6254	83,828
					0787-007-P13, N501	83,828
					0798-007-285, N501	83,828
					Frederick	293,400
Rockingham	30,900	30,900	61,800	0033-082-123, N501	61,800	
Suffolk	Isle of Wight	117,400	117,400	234,800	Rt 8000, BI 5603	234,800
	James City	101,000	101,000	202,000	0031-047-104, N501	91,000
					0614-047-132, N501	111,000
	City of Suffolk	38,200	38,200	76,400	Rt 8000, BI 5603	76,400
	Surry	11,800	11,800	23,600	0605-090-P47, P401	23,600
State Total	28 Counties	4,849,800*	4,849,800*	9,699,600		

\*NOTE: \$150,200 short fall in assignment of \$5,000,000 county/state funds available is the result of 2 counties reducing their participation from that previously committed. The balance of state matching funds will be distributed later in the fiscal year pursuant to subsection 0 of Section 33.1-75.1.

7/20/89

Mr. J. G. Ripley, Director of Planning and Programming, presented to the Board the Final Allocation of Funds for fiscal year 1989-90 for Interstate, Primary and Urban Highway Systems, Public Transit, Ports and Airports; and the Six Year Improvement Program for fiscal years 1989-90 through 1994-95 for Interstate, Primary and Urban Systems, Public Transit, Ports and Airports. Mr. Waldman noted Fairfax County's desire to continue discussions with Department of Transportation staff regarding altering the sequence, with no proposed change in funding, of projects on Route 29 in Fairfax County, and Mr. Pethtel indicated the Department would be willing to work with County representatives on this issue. On motion of Mr. Humphreys, seconded by Mr. Quicke, the Final Allocation of Funds for fiscal year 1989-90 and the Six Year Improvement Program for fiscal years 1989-90 through 1994-95 were approved.

Mr. Pethtel noted that this Program contains, for the first time, the U.S. Route 58 Corridor Development Program, and the Department is proceeding with the Treasury Department to prepare a first issuance of Commonwealth of Virginia Transportation Revenue Bonds. A special committee of the Board has been created to hold information hearings throughout the corridor and to solicit input from individuals and local officials relative to the needs and the appropriate corridor identification. These meetings will be held during the summer of 1989. The Commonwealth Transportation Board will proceed immediately with the implementation of those projects which can be accelerated with the proceeds from the U.S. Route 58 Corridor Development Fund and the initiation of planning and engineering studies to define the corridor and develop the necessary plans on other critically needed improvements. The schedules for the projects on U.S. Route 58 included in the Six Year Improvement Program are subject to change as the Board completes its analysis of the corridor and identifies those projects which can be accelerated. The Board will supplement the Corridor Development Program from time to time as is found necessary and desirable with the first being in late summer or early fall. It is anticipated that the corridor will be completed or under construction by 1999.



7/20/89

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

WHEREAS, the Department conducts a mandatory program of prequalification for contracting companies desiring to bid as prime contractors on highway improvement projects in the Commonwealth; and

WHEREAS, companies wishing to perform as subcontractors may do so at present without the direction of any regulatory process of the Department; and

WHEREAS, a proposed Subcontractor Registration Program has been developed to clarify requirements for subcontractors wishing to work on publicly-financed highway projects; provide a mechanism by which the Department may address problems resulting from failure of subcontractors to perform satisfactorily, and provide information helpful to the Department in determining the full capacity of the contracting industry; and,

WHEREAS, in the judgment of the Commonwealth Transportation Board the administration of the highway construction program will be strengthened by the registration program and that the program will not cause undue hardship on firms performing as subcontractors;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board approves the Subcontractor Registration Program and directs the Department to proceed with its implementation.

Motion carried.

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

WHEREAS, the need for an extension of the Dulles Toll Road from Route 28 to Leesburg has long been recognized by the Department of Transportation and the localities served by such extension; and

WHEREAS, on August 30, 1988, a location hearing for the construction of an extension of the Dulles Toll Road by the Virginia Department of Transportation was held; and

7/20/89

WHEREAS, on November 19, 1988, the Commonwealth Transportation Board approved the location of an extension of the Dulles Toll Road from Route 28 to Leesburg; and

WHEREAS, in 1988 the General Assembly passed legislation titled the "Virginia Highway Corporation Act of 1988" (the Act) which Act of the General Assembly found that there was a compelling public need for rapid construction of safe and efficient highways for the purpose of travel within the Commonwealth and that it was in the public interest to encourage construction of additional, safe, convenient, and economic highway facilities by private parties, provided that adequate safeguards are provided against default in the construction and operation obligations of the operators of roadways; such public interest to include without limitation the relative speed and relative cost efficiency of private construction of the project; and

WHEREAS, the Act provides that the State Corporation Commission shall examine the toll structure, financing costs, and rate of return proposed by the operator of a private toll road and determine that approval of the application is in the public interest including without limitation the relative speed and relative cost efficiency of private construction of the project; and

WHEREAS, the Act provided that the Commonwealth Transportation Board shall approve the project, the project construction costs, the location and design of the roadway, and its connection with any road under the jurisdiction of the Board, at proper and convenient places, in order to provide for the convenience of the public; and

WHEREAS, the Board was further charged under the Act with approving the project and its interconnections with other roads if there is a public need for a road project of the type proposed and the project and its interconnections are compatible with the existing road network; it shall approve the project construction cost if reasonable; and, in making its determinations, the Board shall keep in mind the public interest, which may include, without limitation, such considerations as the relative speed of the construction of the project and the allocation of the technical, financial and human resources of the Department; and

7/20/89

WHEREAS, the approval of the Board is contingent and conditioned by law upon subsequent compliance by the applicant with a comprehensive agreement to be entered into between the operator of the private toll road and the Department of Transportation; and

WHEREAS, the Toll Road Corporation of Virginia (TRCV) has submitted an application to the Commonwealth Transportation Board for the construction of a private toll road at a cost of \$155 million to be open to traffic by December 31, 1991; and

WHEREAS, on May 25, 1989, sufficient information had been received from TRCV in order for the Commonwealth Transportation Board to comply with the terms of the Act and to consider the approval of the application subject to entering into the Comprehensive Agreement provided by the Act; and

WHEREAS, on May 31 and June 1, 1989, information meetings were held in Fairfax and Loudoun Counties, Virginia to discuss the construction of the extension of the Dulles Toll Road by a private operator; and

WHEREAS, on June 6 and June 7, 1989, public hearings were held in Fairfax and Loudoun Counties to receive input from the public as to the construction of an extension of the Dulles Toll Road by the TRCV; and

WHEREAS, the Commonwealth Transportation Board has further reviewed the application at several meetings prior to the date of this action; and

WHEREAS, after approval of the application by the Commonwealth Transportation Board, TRCV must still seek and obtain approval of the State Corporation Commission prior to constructing and operating a private toll road; and

7/20/89

WHEREAS, in the event the State Corporation Commission does not approve the application of the TRCV to construct and operate a private toll road, the Department of Transportation is prepared to build the Dulles Toll Road Extension with all due speed; and

WHEREAS, resolutions have been received from the Town of Leesburg, the County of Loudoun and the Metropolitan Washington Airport Authority and testimony from the County of Fairfax relative to the application submitted by TRCV;

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board that the project, the project construction costs, the project location, and the project design of the Dulles Toll Road Extension, and its connections with other roads under the jurisdiction of the Commonwealth Transportation Board are hereby approved subject to: (1) the review and approval of a Comprehensive Agreement containing terms satisfactory to the Department; (2) approval by the State Corporation Commission of Virginia; and (3) further compliance with all the terms of the Act.

BE IT FURTHER RESOLVED, in addition to the requirement of the Comprehensive Agreement, and pursuant to provisions set out in §56-549 of the Code of Virginia, the following provisions shall be met by TRCV:

1. TRCV is authorized to use VDOT permit coordination review process. Use of VDOT permit coordination review process requires TRCV to coordinate project permits with the inter-agency coordination committee prior to approval of the plans by VDOT.

2. TRCV shall have construction of the Dulles Toll Road Extension substantially complete and open to traffic no later than December 31, 1991, unless delays in such construction are beyond the control of the Toll Road Corporation of Virginia, but within statutory limitations.

7/20/89

3. Any minor change from the specific alignment shown by TRCV on plans of May 25, 1989, submitted with this application must be approved by VDOT and any shift in such alignment in excess of 1,000 feet from the centerline shall be submitted to the Commonwealth Transportation Board for review and approval prior to the submission of a complete application by TRCV to the State Corporation Commission.

4. TRCV design should incorporate to the extent possible the concerns of Loudoun County, Fairfax County, the Town of Leesburg, and the Metropolitan Washington Airport Authority not further specified in this resolution. The Department will coordinate the development of the Comprehensive Agreement with the appropriate jurisdictions.

5. a. The interchange at Route 7/15 shall be constructed as a free flow directional interchange.

b. A partial cloverleaf interchange shall be constructed at Route 654.

c. The Route 659 interchange shall be designed to provide for full free flow movements equivalent to a cloverleaf. The initial construction shall employ ramps which provide for high capacity for turning movements and cross traffic flow.

d. A spread diamond interchange shall be constructed at Route 606 to accommodate future cloverleaf construction.

e. The interchanges at the eastern terminus shall provide: 1) connections to and from the west to Dulles Airport satisfactory to the Metropolitan Washington Airport Authority; and 2) a full movement interchange with Route 28 and connections to the existing Dulles Toll Road with provisions for either the collection of tolls by TRCV on behalf of the Commonwealth or for the design and construction of the necessary facilities for the collection of tolls by the Commonwealth for traffic from the Dulles Extension using the existing Dulles Toll Road satisfactory to the Department.

7/20/89

f. All other interchanges shall provide for full movements and the design shall provide for reservation of sufficient right of way to accommodate left-turning traffic to minimize interference to cross traffic flow on the connecting roadways.

6. TRCV project costs shall not exceed \$155 million except as may be necessary to satisfy the additional requirements of this Resolution or other agents of jurisdiction. Provisions shall be included in the Comprehensive Agreement for the Department's review and approval of design changes and increases in construction costs.

7. TRCV shall secure and maintain a public liability policy or policies sufficient to indemnify VDOT and the Commonwealth Transportation Board from any and all liability, if TRCV enters into an agreement whereby VDOT performs construction, operation or maintenance activities on behalf of TRCV on the Dulles Toll Road Extension.

BE IT FURTHER RESOLVED, that the approval by the Commonwealth Transportation Board is subject to the reimbursement of all costs incurred by VDOT which are reimbursable pursuant to the Act. Such reimbursement shall be made within 90 days after a certificate of authority is granted by the State Corporation Commission or upon placement of the initial construction financing whichever comes first.

Motion carried.

Mr. Waldman offered for consideration a resolution authorizing staff of the Department of Transportation to take the necessary actions to amend the Memorandum of Understanding between the Commonwealth Transportation Board and the Treasury Board dated February 1, 1987 regarding the Commonwealth of Virginia \$57,100,000 Transportation Facilities Refunding Bonds, Series 1987A (Dulles Toll Road Refunding Bonds). Action on the resolution was deferred until the August meeting to allow sufficient time for staff to respond to questions from members of the Board.

**The  
Town  
of  
Leesburg in Virginia**

**PRESENTED** May 23, 1989

**RESOLUTION NO.** 39-98

**ADOPTED** May 23, 1989

**A RESOLUTION: OFFERING COMMENTS ON PLANS TO CONNECT THE DULLES TOLL ROAD TO THE LEESBURG BY-PASS**

WHEREAS, the Toll Road Corporation of Virginia has filed an application with the Commonwealth Transportation Board pursuant to Section 56-544 of the 1960 Code of Virginia, as amended, for appropriate authority to construct and operate an extension of the Dulles Toll Road to the Leesburg by-pass; and

WHEREAS, by Council Resolution No. 87-98, adopted May 20, 1987, the Leesburg Town Council unanimously endorsed the Leesburg terminus for the Dulles Toll Road extension; and

WHEREAS, the Council has previously endorsed both the Virginia Department of Transportation and the Toll Road Corporation of Virginia, in their efforts to design and fund a toll road extension to Leesburg; and

WHEREAS, a public hearing will be held on June 7 in Leesburg on the proposed plans to extend this important transportation facility; and

WHEREAS, by Resolution No. 89-38, adopted February 14, 1989, this Council listed six concerns relevant to the Virginia Toll Road Corporation application, of which several remain unaddressed to the satisfaction of this Council; and

WHEREAS, this Council has outstanding concerns relevant to both the public and private sector plans for this facility:

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

The following are endorsed as comments on the Virginia Department of Transportation and Toll Road Corporation Dulles Toll Road Extension proposals:

**A. VDOT (Proposed Plan)**

**Comments**

1. Interchanges with Route 15 by-pass

The cloverleaf is a desirable interchange at this location and will provide the

RESOLUTION: OFFERING COMMENTS ON PLANS TO CONNECT THE DULLES TOLL ROAD

A large partial cloverleaf is shown with enough R.O.W. for future cloverleaf interchange and collector-distributor roads as indicated on the VDOT plan.

highest service level. This design also provides the flexibility needed to provide additional ramps to extend Harrison St.

2. Interchange with Battlefield Parkway is shown as "diamond" interchange.

While this design would provide marginally better service, it will not meet airport development objectives (see comments for toll road alternative).

3. VDOT has proposed a plan to install a toll booth on the collector and distributor roads at the Rt. 15 by-pass and the toll road intersection.

A toll booth located at this location would cause considerable traffic back-up onto Rt. 15 by-pass.

B. The Toll Road Corporation of Virginia (Proposed Plan)

1. Interchange with Rt. 15 by-pass

North side of Rt. 15 by-pass would be signalized intersection with no right-of-way for future cloverleaf interchange.

This interchange would generate significant back-ups for traffic entering the toll road and is not currently recommended. A partial cloverleaf or flyover interchange would be acceptable.

2. Battlefield Parkway interchange is proposed to be a modified partial cloverleaf (parclo) interchange.

The design of the Battlefield Parkway interchange is severely constrained by the Leesburg Airport and the J. Lupton Simpson Middle School. A full cloverleaf interchange would deny direct access to the Key property on the west side of the airport which would affect the necessary land dedications. Also a full cloverleaf alignment with the preferred Toll Road Corporation alignment on the western edge of Key property would encroach upon school property. While the parclo interchange will not provide the same level of service as a full cloverleaf interchange (Leesburg's Rt. 7 east interchange illustrates this) it may be the only acceptable alternative to affording access to our airport and meeting the land dedication requirements of the private toll road alternative. This design was developed by the town's airport consultants HNTB in an effort to work with Road Corporation to identify possible alternatives for the airport.



RESOLUTION - OFFERING COMMENTS ON PLANS TO CONNECT THE DULLES TOLL ROAD

3. The Toll Road Corporation plans no toll booths between Rt. 15 by-pass and the Battlefield Parkway (Rt. 654) The location of main toll booths outside the Leesburg corporate limits as shown by the Toll Road Corporation is preferred.

C. Additional Council Comments


1. The schedule for completion submitted by the Toll Road Corporation provides for completion of the toll road to Leesburg by the end of 1992 which improves on the VDOT estimate by 18 months. The town believes that both time schedules will be difficult to achieve.
2. Neither VDOT nor Toll Road Corporation proposed plans address right-of-way reservations for commuter parking and/or a future light rail station in Leesburg. These important reservations need to be addressed at least initially at this stage.
3. Both VDOT and Toll Road Corporation proposed plans show the interchange with Route 654 (Battlefield Parkway realigned) as a 'future' interchange which will not be constructed initially. This is acceptable.
4. To continue the growth of our airport, a significant economic development asset for the town, land for aircraft facilities adjacent to the airport must be preserved. A different set of FAA standards will be applied to our airport as it develops. These standards call for a 750-foot building restriction line to the west of the runway. Because the VDOT alignment is closest to the airport (within 800 feet of at the northwest corner), it provides fewer opportunities for aeronautical uses west of the airport. There is limited available land east of the airport for these uses. The Toll Road Corporation alignment and interchange design afford sufficient land for airport growth opportunities and is, therefore, preferred.

D. Previous Comments on the Toll Road Corporation Proposal Not Addressed

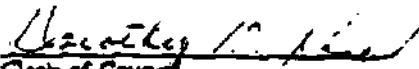
1. Traffic Study: The use of any town land use projections is not recognized in the revised application. COG and Loudoun County studies only are referred to in the application.
2. By-pass Impact: The Toll Road Corporation should not wait for revenues from the toll road to generate the necessary funds to assist Leesburg with the four-laning of the Leesburg by-pass. This by-pass will carry significant traffic from the north to the toll road and is presently operating during peak hours at service level 'C'. Additional traffic from the toll road will obviously exacerbate an already existing traffic and safety problem, inherited by the town. Adding \$2 million of the \$3 million needed to widen the by-pass to the \$146.6 million cost for the toll road extension will only increase costs by 1.4%. The town could easily credit this amount to The Toll Road Corporation from any future distribution of excess profits to the town. The same requirement should equally be imposed on VDOT, which built the road.

RESOLUTION - OFFERING COMMENTS ON PLANS TO CONNECT THE DULLES TOLL ROAD

PASSED this 23rd day of May 1988.

  
\_\_\_\_\_  
Robert E. Sevila, Mayor  
Town of Leesburg

ATTEST:

  
\_\_\_\_\_  
Heather M. Pineda  
Clerk of Council

# Metropolitan Washington Airports Authority

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Washington National Airport  
Washington, D.C. 20001

JUL 1

Mr. R. A. Mannell, P.E.  
Assistant State Location & Design Engineer  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Dear Mr. Mannell:

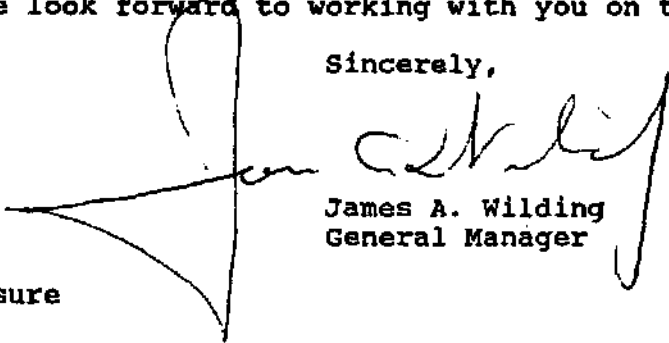
At a meeting on May 24, and during a subsequent telephone conversation with Mr. Francis J. Conlon, you requested that the Metropolitan Washington Airports Authority provide you with an indication of acceptance of the concept of extending the Toll Road through the airport. It is understood that our position will become part of the record of Public Interest Hearings held on June 6 and 7.

We are nearing agreement with you on the configuration of the interchange near Route 28 and will continue to work with you to arrive at a solution to that challenge. We believe that the alignment through the airport can be worked out. As far as the technical details are concerned, we do not believe there will be a significant difference in right-of-way requirements for VDOT or the Toll Road Corporation of Virginia (TRCV).

Enclosed is a copy of a resolution which was approved by the Authority's Board of Directors on July 10, 1989. The resolution authorizes the General Manager to grant an easement to either the Commonwealth of Virginia or the TRCV, subject to the conditions enumerated therein.

We look forward to working with you on this vital project.

Sincerely,



James A. Wilding  
General Manager

Enclosure

# Metropolitan Washington Airports Authority

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44 Canal Center Plaza  
Alexandria, Virginia 22314

## RESOLUTION 89-18

### Extension of the Dulles Toll Road

WHEREAS, the Commonwealth of Virginia is considering the approval of an Extension of the existing Dulles Toll Road;

WHEREAS, The alignments of proposals for such an Extension require the use of Washington Dulles International Airport property;

WHEREAS, The Board of Directors is satisfied that such an Extension is in the public interest, to serve both airport users and general traffic;

WHEREAS, The General Manager reports that an alignment has been devised that adequately protects the Authority's planned land uses and operations, now, therefore, be it

RESOLVED, That the General Manager is authorized to grant an easement to either the Commonwealth of Virginia or the Virginia Toll Road Corporation to construct and operate a toll road from the termination of the existing Dulles Toll Road across Washington Dulles International Airport to points west of the Airport ("the Toll Road Extension"), subject to the approval of the Planning Committee, with conditions to assure the following:

- a. That the Authority be adequately compensated, either in benefits or monetary compensation;
- b. That Toll Road Revenues in excess of the Toll Road operator's obligations be dedicated to transportation needs, principally rail, in the Dulles Corridor, including the possible payment of such Revenues to the Authority itself, in the event an acceptable alternative is not identified;
- c. That to the extent permitted by law, provision be made for a service complex, including an automotive service station, within the Toll Road Extension right-of-way on Airport property, such complex to be operated or leased to an operator by the Authority;
- d. That adequate provision be made for the movement of airport traffic onto and off of the Toll Road Extension;
- e. That adequate provision be made to control unauthorized use of the Dulles Airport Access Road by means of the Airport road system;

f. That adequate provision be made to accommodate access to Gate 14 on the Airport's northern boundary, and that access be provided across the Toll Road Extension required to facilitate accomplishment of the Airport's mission;

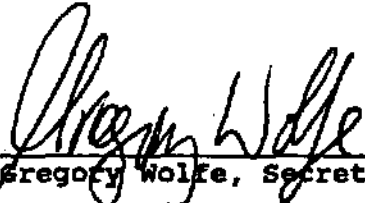
g. That adequate provision be made to assure that access to Washington Dulles be provided through the construction of interchanges with major highways that may cross the Toll Road Extension, such as the proposed Western Bypass;

h. That adequate provision be made to retain Authority control over the provision of public transit services, including rail transit, within the Extension corridor, including the median area;

i. That any necessary revisions to the Dulles Master Plan are adopted; and

RESOLVED, That the General Manager shall report to the Planning Committee on the terms and conditions of any easement agreement before it is issued.

Adopted July 10, 1989

  
Gregory Wolke, Secretary

## STATEMENT

### DULLES TOLL ROAD EXTENSION

The Loudoun County Board of Supervisors strongly supports the Dulles Toll Road Extension that runs west to Leesburg. It is an important part of the County's transportation network. The Board believes it will help relieve traffic congestion on Route 7, Route 28 and Route 50. Further, it is important to provide a western entrance to the Washington-Dulles Airport. The Board will enact the necessary plan amendments for the extension of the Toll Road and will process local land use approvals needed to construct the Toll Road in a timely fashion.

The applicant, the Toll Road Corporation of Virginia (TRCV), has provided an unprecedented opportunity to assess the merits of a private sector initiative to construct a much needed major road. The proposal provides, for the first time, an alternative method for financing road construction in the Northern Virginia region.

This is a major project. A great deal of time and expense has been dedicated to this proposal in the preparation of the TRCV application. However, there is a need for greater detail and clarification with the TRCV application with regard to its alignment, construction, financing, toll rate structure, and

ability to provide funds for other essential transportation improvements. It is in the public interest that these issues be addressed prior to final approval by the State Corporation Commission. Once approved, this private corporation will own and operate a major transportation facility and create a new economic development corridor in the County.

The Board of Supervisors endorses the TRCV in its effort to gain approval from the Commonwealth Transportation Board if a number of issues can be resolved to the satisfaction of the Board of Supervisors and to the Commonwealth Transportation Board. The Loudoun Board believes that issues included in the attached memorandum from the County Administrator to the Loudoun Board of Supervisors can be addressed and resolved if the County can work together with TRCV, VDOT, the Town of Leesburg, the Metropolitan Washington Airports Authority and other interested parties.

Given the July 20 deadline for action by the Commonwealth Transportation Board the Loudoun Board suggests that positive CTS action on the application include an understanding that any outstanding issues identified in the County Administrator's memorandum be resolved within the context of the Comprehensive Agreement which must be entered into between the Department of Transportation and the Toll Road Corporation of Virginia or prior

Dulles Toll Road Extension  
Statement  
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to final approval by State Corporation Commission.

During the Loudoun Board's deliberations, there has been much discussion of a private versus public toll road. It is Loudoun's Board's position that both options have merit. The Board, however, sees no assurances that the necessary road networks between Route 7 and Route 50 leading to the Toll Road will be improved under either proposal. If there is a profit to be made from the toll road, the public should enjoy some of the benefits through additional transportation improvements. The policy of a regional fair-sharing of excess toll resources, current and future, should be addressed in the context of this process to ensure the public interest.

Just as we have concerns over issues in regard to the TRCV proposal, we also have concerns regarding the State proposal to construct the road. The Loudoun Board is uncertain about the feasibility of the State proposal. Without CTB commitment to the VDOT construction and financing plan, the Board of Supervisors is concerned that the Toll Road Extension will not be built by the State within an acceptable time frame. Loudoun County is looking to you, the Commonwealth Transportation Board, to make this commitment when you consider such matters as the relative speed of construction and the relative cost. The Loudoun Board believes it



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is advisable to compare the TRCV proposal with a feasible VDOT project.

In conclusion, the Loudoun Board respectfully requests that you carefully review the TRCV application and resolve the issues presented to you. In addition, the Loudoun Board asks you to advise the County as to the State's commitment to construct the toll road extension in the time frame suggested by VDOT.

**COUNTY OF LOUDOUN**  
**MEMORANDUM**

**Date:** July 10, 1989  
**To:** Board of Supervisors  
**From:** Philip A. Bolen, County Administrator  
**Subject:** Issues and Concerns Involved in the TRCV Proposal for the Dulles Toll Road Extension

County staff has reviewed the proposal presented in the application of the Toll Road Corporation of Virginia (TRCV) for the extension of the Dulles Toll Road (Route 267) from Dulles Airport to Leesburg. This review has produced several major concerns associated with the financial plan and the design specifics of the alignment, as proposed. Staff suggests these financial and design concerns must be acknowledged by the TRCV, and appropriate corrective action taken, prior to this application receiving a favorable support of the County. The financial issues will receive final consideration at the State Corporation Commission (SCC) action which would follow Commonwealth Transportation Board (CTB) approval. It is staff's understanding that the decision process of the CTB provides the last opportunity for comment on the TRCV alignment, as this step of the private application review includes the design decision element of the Virginia Department of Transportation's (VDOT) road development review process.

These concerns are the subject of this memo. Where appropriate the issues have been raised for the VDOT proposal as well.

**FINANCIAL ISSUES**

1. Costs/Land Donations: TRCV anticipates that 100% of the private landowners along the chosen alignment will convey their fee simple ownership of property without compensation. Any failure to obtain the property without compensation will increase project costs. TRCV has not included any costs for right-of-way acquisition in the financing plan. If any property owner is unwilling to contribute property and if TRCV is unable to purchase the property, the County may be requested to exercise eminent domain.

VDOT anticipates that 50% of the landowners along the public alignment will donate property for the right-of-way. If more than 50% of the right-of-way needs to be acquired by VDOT, is the public road feasible in the time frame suggested by VDOT?

2. Costs/Real Estate Taxes: TRCV's financing plan does not allow for the payment of real estate taxes to the County or the Town even though, as a private "public service corporation", the project would be subject to local property taxation. Based upon the existing narrow margins of coverage for debt service, TRCV may be hard pressed to generate a significant amount of money for payments of these taxes.
3. Costs/Interchange Financing: TRCV's financing plan anticipates the issuance of debt in 1999 to fund construction of new interchanges. Debt service coverage projections do not appear to have accounted for the increased debt.
4. Revenues/Growth Patterns: TRCV used the high growth COG forecast to determine traffic generation and toll revenues. Given existing conditions, the high growth forecast seems reasonable. The traffic generation model assumes that economic growth will remain as strong over the next five years as it has in the previous five years and that overbuilding of commercial space will not continue. Significant risk lies in this assumption.
5. Toll Structure Revenues: TRCV assumes heavy weekend use with projected toll revenues included for weekend traffic at half the rate of weekday use. Such a projection is optimistic and depends heavily on steady increases in passenger use at Dulles.

The issues of future HOV lanes and toll structure variables for different classes of motor vehicles does not appear to have been addressed by either TRCV or VDOT.

#### DESIGN CONCERNS

##### Technical Review Process:

1. The County must be involved in the construction plan review of the TRCV proposal. County review of the construction plans is required of private development projects. Approval of construction plans and a performance bond are required prior to record plat approval. The County review of the TRCV construction plans will address specific details of the alignment, such as the transition to the local roads at interchanges and overpasses, bridge and culvert crossings of streams and the assessment of the impacts of the road on adjacent properties to assure compliance with County standards and policies. The plans that have been submitted with the application are not of sufficient detail to provide adequate information in these and other areas of concern. The County will make every effort to expedite this review process.

2. The entire alignment of the road must be defined and agreed upon by the TRCV, VDOT, the Town of Leesburg, the County of Loudoun, the Metropolitan Washington Airports Authority and other relevant parties prior to the approval of the first construction plan to assure the existence of a buildable alignment along the roads entire course and to assure proper coordination between the construction of road segments.
3. A process and appropriate criteria must be established to determine the timing of interchange improvements in other future expansions of the road. For example, the TRCV dates for the provision of future interchanges may not satisfy future need. Traffic should not be forced to use the local road network to accommodate a limited number of built interchange locations. With the consent of the County the TRCV should provide for the construction of a planned interchange when the local road network reaches the Toll Road Corridor area.
4. The County is not comfortable with a decision on the alignment with so many issues outstanding, such as the alignment near the Simpson school site, the 1.4 miles west of Goose Creek not covered in the original Environmental Impact Study (EIS) and the alignment through Dulles Airport, including the Route 28 interchange. If the CTB should approve the TRCV application with these and other issues unresolved, the County must be a party to the process which seeks final resolution.
5. The County should reach an agreement with the TRCV for the establishment of a process to handle citizen complaints and problems which may develop as a result of road construction. This should include a plan for offsite construction vehicle routing which will reduce the impact of the construction process on established residential neighborhoods and local roads ill-equipped to accommodate substantial heavy truck traffic. This agreement may be incorporated into the VDOT/TRCV contract process which would follow CTB approval.

**Specific Design Issues**

6. All interchange structures must be constructed to a standard that provides for four through lanes of traffic on the secondary road. Initial construction should accommodate the transition to the existing roadway, beginning a safe distance from the ramp/merge point. This requirement is necessary to assure the timely provision of an adequate interchange with the planned local road network. All sources of future funding appear in question at this time. To provide for design traffic volumes at initial construction will assure timely provision and result in less disruption to future traffic flows on the Toll Road and the local road network.
7. The County does not consider the interchange design provided by TRGV to be adequate to accommodate future traffic needs. The County recommends that the option for the conversion of diamond interchanges to cloverleaf interchanges be a part of the initial design and right-of-way acquisition of the Toll Road extension. The County is concerned about the capacity constraints that diamond interchanges may impose on the local roads. Should the CTB decide to accept a diamond design for some of the interchanges, the diamond interchange must have a minimum spacing of 1000' between ramp intersections, an initial capacity for dual left and turn lanes for east bound traffic, a free flow right turn lane from the west bound ramp and adequate right-of-way and grade to provide for future additional ramp lanes, dual left turn lanes and free flow right turn movements for all directions. The TRGV should agree to provide signalization of the interchanges when conditions warrant.
8. Building on the shrink/swell soils of the County can present unpradicted and potentially costly construction problems. The information provided in the soils report of the application may not fully disclose the problems which can be experienced. In a review of the applicant's proposed construction costs, the CTB should provide for a detailed technical review to assure that the contract construction cost is reasonable to avoid a potential cause of future delay.

Location Specific Concerns

9. Route 654 interchange (sheet 6 of 39, date 5/5/89): The design shows by TRCV relocates Route 654 to the south, intersecting Route 621 approximately 1000' south of Simpson Middle School. The design shows Route 654 ultimately cul-de-saced on east and west sides of the Toll Road, prohibiting the through movement. The transition of relocated Route 654 to existing Route 654 and Route 621 needs clarification. This interchange is on the Loudoun/Leeburg corporate line and both jurisdictions should be a party to final design efforts.
10. The notes appearing on sheet 6 raise significant concern about the TRCV commitment to complete the interchange. Note 3 refers to the provision of the extension of Route 654 by the developer of the Stratford project, which is not identified on the map. Note 4 reads, "Extension of Route 654 from westerly ramp limits to be provided by addition to VDOT's 6 year plan." Neither provision is acceptable to the County. The TRCV must be responsible for the necessary tie-ins to the public road network. The funding of such connections should be included in the TRCV's initial construction cost schedule. Leaving the responsibility to a private developer or a public road funding provides no assurance of timely completion.
11. In consideration of the public hearing testimony, it appears that not all property lines are correctly shown in the area between Route 654 and Route 653 (sheets 6, 7, and 8, dated 5/5/89), particularly on the west side of the alignment. Corrected property lines which reflect the subject of the public hearing comments should be shown if appropriate. This information is necessary for a full consideration of the alignment by the County.
12. Route 653 interchange (sheet 8 of 39, dated 5/5/89): As previously stated, the County is not supportive of this interchange at this time. The County does question, as a matter of policy, the notes related to the relocation and extension of Route 653. Note 3 does not appear to provide an adequate commitment on behalf of TRCV to the relocation and extension of Route 653. It reads, "... Construction of additional portions of the extension must be secured by County from adjacent owners when rezoning is applied for." This policy is not acceptable for any existing road realignments necessitated by Toll Road construction. Appropriate tie-ins must be provided as a part of initial construction and funding plans.

13. It is noted in this review that no Certified Engineer stamp appears on any of the map sheets. This omission raises the need for careful review of the submitted application, which County staff is not prepared to provide at this time. As an example, an apparent error is the scale shown on the plan map sheets. The scale should read 1"=200' rather than 1"=200" as it appears on the sheets.
14. The crossings of the Toll Road in the Broadlands area of the Van Metre properties (sheets 11, 12 and 13 of 39, dated 5/3/89) does not appear to be consistent with the latest Broadlands (ZMAP 86-55) concept plan under consideration by the County. A process with the TRCV needs to be identified to assure that the Toll Road does not preclude efforts to obtain the best functional linkages for the local road network.
15. A through connection for Route 772 (sheet 14 of 39, dated 5/3/89 amendments) must be maintained during all construction phases. If Route 643 southeast of Ryan is to be identified as a part of the through route during an interim period, the TRCV should provide for improvements to Route 643 along the 1400' stretch to Ryan to accommodate the traffic volumes experienced by Route 772.
16. The TRCV proposes Route 607 (sheet 13 of 39, dated 5/3/89 amendments) as an initial interchange yet there is no assurance this section of Route 607 will exist within the anticipated timeframes. Presently, Route 607 is only a planned alignment with no funding source committed to its construction. If the local network for Route 607 is not completed for the initial phase of Toll Road operation, will this have a substantial impact on revenue projections?
17. The Route 607 interchange, as depicted, provides an example of the undesirable features of the diamond interchanges proposed by the TRCV. The spacing of the ramp interactions with Route 607 is only 600', which provides for a left turn lane length of only 200'. This distance would make it difficult to provide an appropriate stacking area for more than 10 vehicles. This will provide a questionable level of service (LOS) during the peak hour periods, even with dual left turn lanes as assumed in the interchange analysis performed by Parsons Brinkerhoff, but not shown in the detail of the interchange design (sheet 37 of 39, dated 5/3/89).

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18. Insufficient detail is provided to properly evaluate the proposed Toll Road crossing at Broad Run (sheet 16 of 38, dated 5/5/89, amendments). The crossing site appears to be in a broad floodplain area. No description of the bridge structure appears to be provided. Floodplain impacts are a sensitive issue in the County.
19. The County cannot evaluate the Toll Road alignment from the interchange of Route 28 and Route 267 through the Route 606 interchange until the route through Dulles Airport is established. The County does have several concerns, however, that will be impacted by the Airport decision.
  - a. To comply with FWA requirements, it is likely that a detailed wetlands analysis of the Horsepen Run area will be required. This may substantially delay the proposed TRCV schedule.
  - b. A full movement interchange is being sought for the Toll Road/Route 28 interchange. Preliminary designs negatively impact the site of the Center for Innovative Technology (CIT)/Kovar interchange approved by the County during reasoning. This matter will need to be resolved and could potentially cause serious difficulties.
20. The Goose Creek is a State Scenic River and considered a valuable natural resource by the County. It also serves as a reservoir for drinking water for area jurisdictions. An acceptable crossing must be provided by the TRCV. Greater detail on measures to protect the water quality and scenic environment of Goose Creek is needed for further evaluation.

lc  
trcv4.sav/890705



7/20/89

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

WHEREAS, the Route 234 Bypass in Prince William County is an important primary road project, and has been categorized as a high priority in the Northern Virginia 2010 Transportation Plan submitted to Governor Baliles by the elected officials of Northern Virginia on January 6, 1989; and

WHEREAS, the Board of Supervisors of Prince William County has established the Route 234 Bypass as its highest priority primary road project; and

WHEREAS, the Board of Supervisors of Prince William County and the commercial and industrial landowners in the immediate area served by that portion of the Route 234 Bypass between Interstate 66 and Dumfries Road have agreed in principal to form a Transportation Service District pursuant to §15.1-791 for the purpose of providing substantial funding for that portion of the Route 234 Bypass; and

WHEREAS, the Commonwealth Transportation Board is mindful of the success a similar program in support of the widening of Route 28 in Fairfax and Loudoun Counties has produced; and

WHEREAS, the Commonwealth Transportation Board wishes to encourage sound public-private financing mechanisms such as the Route 28 project in order to maximize the impact of limited state funds;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board encourages the establishment of the Route 234 Bypass Transportation Service District, and pledges to assist the District and Prince William County, at such time as the District is established and the project is ready to move forward, including such funding as can reasonably be made available.

Motion carried.


7/20/89

Mrs. Kincheloe updated the Board on plans underway for a reunion of past Board Members, Commissioners, Secretaries of Transportation and Governors to be held on August 16, 1989.

The next regular meeting will be held on August 17, 1989 at 10:00 a.m. in the Central Office in Richmond.

The meeting adjourned at 12:20 p.m.

Approved:

  
Chairman

Attested:

  
Secretary