

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

**Richmond, Virginia
August 18, 1988
10:00 A.M.**

1. Public Comment
 2. Action on Minutes of Meeting of April 21, 1988
 3. Action on Permits Issued and Canceled from July 21, 1988 to August 17, 1988
 4. Action on Secondary System Additions and Abandonments from June 30, 1988 to July 28, 1988
 5. Action on Discontinuances from the Secondary System - Chesterfield and Prince William Counties
 6. Action on City Street Mileage
 7. Action on Bids Received July 26, 1988
 8. Consultant Agreement: Route 3 - Middlesex and Lancaster Counties
Route 3 Over Rappahannock River
Proj. 0003-059-1959-052
Baker Associates
Engineering Services for Inspection and
Rehabilitation Plans
- Consultant Agreement: Proj. 0064-122-114, PE101
I-64 Reversible Bus/HOV Lanes - City of
Norfolk
Traffic Control System
URS Company
Supplemental Agreement No. 3 - Preparation
of Temporary Traffic Control Plans and
Breakdowns of Three Original Projects
into Eight Separate Projects
- Consultant Agreement: Route 295 - Chesterfield and Henrico
Counties
Proj. 0095-020-101, B610, B611, G304, G309
Approaches and Bridges on Route 295 over
James River
Figg and Muller Engineers, Inc.
Supplemental Agreement to Extend Inspection
Services

Consultant Agreement: Route 620 (Braddock Road) - Fairfax County
Proj. 0620-029-117,C502,C503,C504,C505
Talbot and Associates, Inc.
Engineering Services for Location Studies,
Traffic Studies, Surveys, Preparation of
Right of Way and Construction Plans, and
Preparation of Concept, Preliminary and
Final Contract Plans for Structures and
Structure Improvements

Consultant Agreement: Route 638 (Rolling Road) - Fairfax County
Proj. 0638-029-156,C504
Route 643 (Lee Chapel Road) - Fairfax County
Proj. 0643-029-294,C502
Route 645 (Burke Lake Road) - Fairfax County
Blauvelt Engineers
Engineering Services for Surveying,
Geotechnical Investigation and Preparation
of Complete Right of Way and Construction
Plans

Consultant Agreement: Route 657 - Fairfax County
Proj. 0657-029-281,C502
0657-029-281,C503
Rinker-Detwiler and Associates
Engineering Services for Complete Survey
and Preparation of Complete Right of
Way and Construction Plans

Consultant Agreement: Lynchburg District
Froehling and Robertson, Inc.
Construction Inspection Services

9. Location Route 72 - Scott County
& Design: Proj. 0072-084-104,PE101
Fr: Route 71 (E. of Gate City)
To: Rt. 65 (at Fort Blackmore)

Location Routes 207 and 301 (Bowling Green Bypass) - Caroline
& Design: County
Proj. 6207-016-107,PE101
Fr: 0.5 Mi. N. of N. End Bridge over RF&P Railroad
To: Int. Rt. 301 (E. of Bowling Green)

10. Location: Route 288 - Chesterfield, Powhatan, Goochland and
Henrico Counties
Proj. 0288-964-101,PE100
Fr: Route 350 (Hull Street Road)
To: Route I-64 West of Richmond

11. Modification of Limited Access: Route 17 (George Washington Highway) - City of Chesapeake
From Station 48+00 to Station 45+50 and from Station 45+25 to Station 42+80
12. Break in Limited Access: Route 50 (Arlington Boulevard) - Fairfax County
Route 50 Opposite Nutley Street
13. Designation of Virginia Byway: Route 231 - Orange, Madison and Rappahannock Counties
14. State Noise Abatement Policy
15. Travel Services Signing (Logo) Program
16. Dulles Toll Road Flash Pass Program
17. Action on Amendments to the Rules and Regulations Governing Relocation Assistance
18. Conveyances: Route 29 - Pittsylvania County
Route 250 - Augusta County
Hampton Roads Project - City of Norfolk
19. Industrial Access: Chesterfield County
Proj. 0927-020-264, M501
AGI (Electronics) Limited

Industrial Access: Washington County
Proj. 0912-095-217, M501
Washington County Industrial Park II
20. Airport Access: Henrico County
Proj. 1723-043-163, C501
Richmond International Airport
21. Railroad Access: Amended Resolution, Pittsylvania County

Railroad Access: City of Suffolk, Trego Stone

Railroad Access: Sussex County, Smithfield-Carrolls Farms
22. Resolution Authorizing the Issuance and Sale of Commonwealth of Virginia Transportation Contract Revenue Bonds, Series 1988
23. Report of the Internal Audit Committee
24. New Business
25. Adjourn

MINUTES
OF
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Richmond, Virginia

August 18, 1988

The monthly meeting of the Commonwealth Transportation Board was held in the Central Office Auditorium on August 18, 1988. 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.

On motion of Mr. Smalley, seconded by Mr. Humphreys, Item #12, action on location of Route 288, Project 0288-964-101, PE-100, Chesterfield, Powhatan, Goochland and Henrico Counties, was placed as the first item on the agenda.

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

WHEREAS, Location Public Hearings were held on October 10, 1967, and February 19, 1969, which led to a location approval by the Highway Commission on August 28, 1969, for that section of proposed Route 288 from the intersection of Routes 250 and 295 (west of Richmond) to its intersection with Route 360 (southwest of Richmond); and

WHEREAS, in 1971, a court injunction was filed against the project which required the Commonwealth to investigate other prudent and feasible alternatives for the location of Route 288 which would not impact the Tuckahoe Plantation in Goochland County; and

WHEREAS, new corridor studies have been developed based on current preliminary engineering, traffic, and environmental factors;

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NOW, THEREFORE, BE IT RESOLVED, that the Highway Commission action of August 28, 1969, approving the original location for the location corridor for Route 288 from the intersection of Routes 250 and 295 (west of Richmond) to the intersection of Route 360 (southwest of Richmond) be rescinded.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a location public hearing was held in the Midlothian High School and the Mills E. Godwin High School on April 18 through April 21, 1988, for the purpose of considering the proposed location of Route 288 from Route 360 (Hull Street Road) to Route I-64 (west of Richmond), in Chesterfield, Henrico, Goochland, and Powhatan Counties, State Project 0288-964-101, PE-100; and

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

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

WHEREAS, previous action of August 28, 1969, concerning the location of this section of proposed Route 288 has been rescinded;

NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved in accordance with the plan as proposed and presented at the said location public hearing by the Department's Engineers as Alternate 6B Modified; and

BE IT FURTHER RESOLVED, that the John Rolfe Parkway will be designed and constructed as a depressed parkway with urban type interchanges to minimize, to the extent possible, impacts on the adjacent communities; and

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BE IT FURTHER RESOLVED, that an engineering study and environmental document will be developed for that section of Alternate 4/4 Modified (Alternate 14 north of the James River) through the eastern part of Goochland County to assure the corridor retention and an acceptable connection to proposed Route 288 and Interstate Route 64; and

BE IT FURTHER RESOLVED, that the Department will initiate appropriate studies and submittals to the Federal Highway Administration for access approval to Interstate Route 64 in eastern Goochland County; and

BE IT FURTHER RESOLVED, that this roadway be designated as a limited access highway as presented at the location public hearing as alternate 6B Modified in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board; and

BE IT FURTHER RESOLVED, that in the interest of public safety, (1) pedestrians, (2) persons driving bicycles or mopeds, (3) horse-drawn vehicles, (4) self-propelled machinery or equipment, and (5) animals led, ridden, or driven on the hoof be prohibited from using this limited access highway in accordance with the statutes of the Commonwealth of Virginia.

Voice vote taken: Dr. Howlette, Mr. Kelly, Mrs. Kincheloe, Mr. Leafe, Dr. Thomas and Mr. Waldman voting yes. Messrs. Bacon, Beyer, Davidson, Humphreys, Malbon, Musselwhite, Quicke and Smalley voting no.

Motion defeated.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a location public hearing was held in the Midlothian High School and the Mills E. Godwin High School on April 18 through April 21, 1988, for the purpose of considering the proposed location of Route 288 from Route 360 (Hull Street Road) to Route I-64 (West of Richmond), in Chesterfield, Henrico, Goochland, and Powhatan Counties, State Project 0288-964-101, PE-100; and

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

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

WHEREAS, previous action of August 28, 1969, concerning the location of this section of proposed Route 288 has been rescinded;

NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved in accordance with the plan as proposed and presented at the said location public hearing by the Department's Engineers as alternate 4/4 Modified (Alternate 14 north of the James River); and

BE IT FURTHER RESOLVED, that this roadway be designated as a limited access highway as presented at the location public hearing as alternate 4/4 Modified (Alternate 14 north of the James River) in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board; and

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BE IT FURTHER RESOLVED, that in the interest of public safety, (1) pedestrians, (2) persons riding bicycles or mopeds, (3) horse-drawn vehicles, (4) self-propelled machinery or equipment, and (5) animals led, ridden or driven on the hoof be prohibited from using this limited access highway in accordance with the statutes of the Commonwealth of Virginia.

Motion carried, Dr. Howlette voting no.

On motion of Mr. Kelly, seconded by Mr. Davidson, the minutes of the meeting of April 21, 1988, were approved.

On motion of Mr. Kelly, seconded by Mr. Davidson, permits issued and canceled from July 21, 1988 to August 17, 1988, inclusive, as shown by the records of the Department, were approved.

Moved by Mr. Kelly, seconded by Mr. Davidson, that the Board approve additions and abandonments to the Secondary System from June 30, 1988 to July 28, 1988, inclusive, as shown by the records of the Department.

Motion carried.

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

WHEREAS, by proper resolutions, the Board of Supervisors of Chesterfield and Prince William 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, the following roads are discontinued as parts of the Secondary System of Highways, effective this date.

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Chesterfield County - Sections 1, 2 and 4 -
Route 634 - From Station 10 + 88 to Station 19 + 48
and From Station 21 + 00 to Station 27 + 50. 0.28 Mi.

Chesterfield County - Section 3 - Route 692 -
From Station 8 + 90 to Station 10 + 00. 0.02 Mi.

Prince William County - Section 1 - Route 619 -
From Station 17+25 to Station 25+00. 0.15 Mi.

Prince William County - Section 3 - Route 649 -
From Station 10 + 75 to Station 13 + 25. 0.05 Mi.

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board
is authorized under Section 33.1-41.1 of the Code of
Virginia, as amended, to make 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 Blacksburg are eligible for
such payment; and

WHEREAS, under authority of said Section
33.1-41.1, request is made by the Town of Blacksburg,
for maintenance payments on additional local streets
meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly
payments be made to the Town of Blacksburg for
additional local streets totaling 0.47 centerline
mile and meeting the required criteria under the
aforementioned section of the Code, effective July 1,
1988. The additional local streets are described on
tabulation sheet number 1, dated July 22, 1988, on
file in the Department's Urban Division.

The local streets additions totaling 0.47
centerline mile increases the total mileage to 80.74
centerline miles of approved streets subject to
maintenance payments.

Motion carried.

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Manassas for additional local streets totaling 0.24 centerline mile and meeting the required criteria under the aforementioned section of the Code, effective July 1, 1988. The additional local streets are described on tabulation sheet number 1, dated July 15, 1988, on file in the Department's Urban Division.

The local streets additions totaling 0.24 centerline mile increases the total mileage to 59.58 centerline miles of approved streets subject to maintenance payments.

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to make 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 Christiansburg are eligible for such payment; and

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WHEREAS, under authority of said Section 33.1-41.1, request is made by the Town of Christiansburg for changes to the State Functional Classification System for maintenance payment purposes on Minor Arterial Roads and Collector Streets;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Christiansburg for adjusted mileages of minor arterial roads and collector streets meeting the required criteria under the aforementioned section of the Code, effective July 1, 1988. The adjusted mileage eligible for payments is described on tabulation sheet number 1, dated June 14, 1988, on file in the Department's Urban Division.

The adjusted minor arterial roads mileage totaling 2.01 centerline miles increases the total centerline mileage of principal-minor arterial roads in the Town of Christiansburg to 36.99 miles of approved streets subject to maintenance payments.

The adjusted collector streets mileage totaling 2.01 centerline miles decreases the total centerline mileage of collector-local streets in the Town of Christiansburg to 67.48 miles of approved streets subject to maintenance payment.

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to make 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 Salem are eligible for such payment; and

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

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NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Salem for additional local streets totaling 1.33 centerline miles and meeting the required criteria under the aforementioned section of the Code, effective retroactive to January 1, 1988, with the exception of the new streets effective July 1, 1988. The additional local streets are described on tabulation sheet numbered 1 through 2, dated July 12, 1988, on file in the Department's Urban Division.

The local streets addition totaling 1.33 centerline mile increases the total mileage to 107.11 centerline miles of approved streets subject to maintenance payments.

Motion carried.

The bids received July 26, 1988 were approved as noted on the attached sheets numbered 9A through 9-0.

BIDS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RTE. NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|---|-------------------|--------------------|--|-----------|---|-------------|----------------|
| INTERSTATE PROJECTS | | | | | | | |
| 253-88A | 0095-076-115,CS02 | 95 | Truck Inspection Pit at Dumfries Truck Rest Area (Northbound) Prince William County Truck Inspection Pit | REJECT | O. C. MCDLAIN, INC. FREDERICKSBURG, VA | 3 | \$109,945.82 |
| 896 | 0085-012-103,CS01 | 85 | Rte. 85 Truck Scales - 1.9 Mi. S. of Int. Rte. 644 Brunswick County Supersty. Replace. & Alt to Truck Scales | REJECT | DONALD H. SELWAGE, INC. AUBURIST, VA | 3 | \$199,000.00 |
| <p>Moved by Dr. Thomas, seconded by Mr. Waldman, that the Board approve rejection of bids listed above for rejection on the INTERSTATE SYSTEM PROJECTS and authorize readvertisement. Motion Carried.</p> | | | | | | | |
| PRIMARY PROJECTS | | | | | | | |
| 239-88A | R000-029-249,CS07 | Springfield Bypass | From: Rte. 50 To: Stringfellow Rd. Fairfax County Asphalt Conc. Base, Asphalt Top, Drainage & Signals | REJECT | W. C. ENGLISH, INC. ALTAVISTA, VA | 8 | \$4,212,718.90 |
| 239-88B | R000-029-249,CS07 | Springfield Bypass | From: Rte. 50 To: Stringfellow Rd. Fairfax County Asphalt Conc. Base, Asphalt Top, Drainage & Signals | AWARD | L. F. FRANKLIN & SONS, INC. STEPHENSIN, VA | 5 | \$3,993,341.24 |
| 255-88A | D011-081-S05,NS01 | 11 | From: 0.23 Mi. S. 58L Int. Rte. 1-81 To: 0.43 Mi. S. 58L Int. Rte. 1-81 Recibiridge County Asph. Base & Asphalt Top | AWARD | MARVIN V. TEMPLETON & SONS, INC. LYNCHBURG, VA | 4 | \$47,426.50 |

BIDS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RT. NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|-----------|--|-----------------|---|-----------|---|-------------|-----------------|
| 264-88A | 0220-038-515, 4501 | 220 | Exit Ramp to Rte. 220 Bus. North (At Rocky Mount) Franklin County Asphalt Conc. Base & Asphalt Top | AWARD | VA. ASPHALT PAVING CO., INC. ROANOKE, VA | 1 | \$38,872.00 |
| 974 | 0421-052-7097-431 0600-052-7103-431 | 606 & 421 | Various Locations Lee County Slide Correction | AWARD | ESTES BROTHERS CONSTR., INC. JONESVILLE, VA | 4 | \$606,229.75 |
| 238-88A | 6017-028-117, 0501, 0607 0609 | 17 | From: 4.768 Mi. S. Essex-Caroline Cl To: 0.07 Mi. S. Essex-Caroline Cl Essex County Asphalt Conc. Base, Entire Surf. Asphalt Top | AWARD | S. T. WOOTEN CONSTR. CO. INC. WILSON, NC | 4 | \$4,965,406.47 |
| 241-88A | 0029-029-111, 0501, 0608 0609 | 28 | From: 0.399 Mi. N. EBL Rte. 50 To: 3.382 Mi. N. EBL Rte. 50 Fairfax County Asphalt Conc. Base, Entire Surf. Asphalt Top | AWARD | L. F. FRANKLIN & SONS, INC. STEPHENSON, VA | 6 | \$10,417,594.74 |
| 242-88A | 0050-029-122, 0501, 0608 | 50 | From: 0.276 Mi. E. Int. W. Dix Rd. To: 0.679 Mi. W. Int. W. Dix Rd. Fairfax County Asphalt Conc. Base, Asphalt Conc. Top | AWARD | THE DRIGGS CORP. CAPITOL HEIGHTS, MD | 7 | \$8,087,910.10 |
| 251-88A | 0011-060-505, 0501 | 11 | From: Roanoke Cl (H.P. 0.0) To: Int. I-81 Christmansburg (H.P. 13.0) Montgomery County Safety Project | AWARD | MUBBELL HWY. SIGNS, INC. CHARLOTTESVILLE, VA | 5 | \$909,121.30 |

81DS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RTI. NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|-----------|---|------------------------|---|-----------|--|-------------|----------------|
| 252-88A | 0013-065-507, C501 | 13 | Int. Rte. 13 & 183 Northampton County Traffic Signals | AWARD | SERVICE ELECTRIC CORP. OF VA MORTFOLK, VA | 6 | \$47,197.35 |
| 257-88A | 0058-084-1004, SR01 0058-084-1044, SR01 0058-052-1045, SR01 0421-052-1024, SR01 0880-052-1007, SR01 | 58, 421 & 880 | Various Locations Scott & Lee Co's. Br. Repor. & Lates Conc. Overlay | AWARD | ELECO CORP. SMOROS CREEK, VA | 6 | \$728,833.84 |
| 259-88A | 6023-077-114, P402 | 23 | From: 5.4 MI. N. Lee-Wise CL To: 4.662 MI. W. Int. Kentucky Ave. (Norton) Wise County Asphalt Top & Incids. | AWARD | ADAMS CONSTR. CO. ROANOKE, VA | 2 | \$1,161,346.72 |
| 988 | 07-0250-7130-004 | 250 | From: 0.17 MI. W. of W. Int. Rte. 250 & 42 To: 0.22 MI. W. of W. Int. Rte. 250 & 42 Augusta County Slope Restoration | AWARD | LOYD'S LUMBER & EXCAVATING MT. SOLOM, VA | 4 | \$89,734.99 |
| 240-88A | 0001-029-515, N601 | 1 | Int. Rtes. 1401 & 1404 (0.8 MI. S. Rte. 241) Fairfax County Aggr. Base & Asphalt Top | REJECT | DAVIS INDUSTRIES CORP. DAYTON, OH | 2 | \$49,707.00 |
| 895 | 0029-002-123, N601 | 29 | Various Locations on Rte. 29 Albemarle County Exist. Left Turn Storage Lanes | REJECT | MARCH, INC. WAYNESBORO, VA | 2 | \$73,398.00 |

BIDS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RTE. NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|-----------|-------------------|----------|---|-----------|---|-------------|--------------|
| 956 | 6360-019-106,C501 | 360 | From: Rte. 15 To: Rte. 360 MBL Charlotte County Asphalt Conc. Base & Asphalt Top | REJECT | W. T. MILLAM & SONS, INC. SOUTH BOSTON, VA | 2 | \$285,170.07 |

Moved by Mr. Davidson, 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.

URBAN PROJECTS

| | | | | | | | |
|---------|-------------------|-----------------|--|-------|---|---|----------------|
| 260-88A | 5503-121-105,C501 | Var. | Citywide Traffic Signal System Various Intersections City of Newport News Traffic Signals | AWARD | DYNALLECTRIC, CO WASHINGTON, DC | 5 | \$1,575,992.00 |
| 261-88A | 0044-134-106,L801 | 44 | From: 0.4 Mi. W. Newtown Rd. To: Int. Birdneck Rd. City of Virginia Beach Landscaping | AWARD | DAVIS BROTHERS NURSERY, INC. ROSE HILL, VA | 2 | \$624,503.50 |
| 262-88A | 0000-142-102,C501 | North West Ave. | From: Nottoway Ave. To: WCL Blackstone Town of Blackstone Asphalt Conc. Base, asphalt Top & Utilities | AWARD | W. T. MILLAM & SONS, INC. SOUTH BOSTON, VA | 5 | \$973,919.63 |

BIDS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RITE. NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|--|--------------------------|-----------|---|-----------|--|-------------|------------------------|
| 955 | 9999-109-101, MS01 | 9999 | From: Hichasford Ave. To: Dead End City of Emporia | AWARD | GERALD K. MUDDY INC. 1/A SOUTHERN CONSTR. CO. PETERSBURG, VA | 2 | \$40,727.95 |
| 972 | 8132-137-101, MS01 | 132Y | From: Rte. 132 To: Colonial Hwy. City of Williamsburg Plain Part. Con. Pave. with Exposed Aggr. | AWARD | JACK L. MASSIE CONTRACTOR, INC. WILLIAMSBURG, VA | 4 | \$459,611.00 |
| <p>Moved by Mr. Kelly, 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. Motion Carried.</p> | | | | | | | |
| <p>19 22</p> | | | | | | | |
| 208-888 | 0631-096-181, CS01, D605 | 631 | From: 0.495 Mi. N. Int. 205 To: 0.055 Mi. N. Int. 628 Westmoreland County Asphalt Conc. Base, Asphalt Top & Drainage Str. | AWARD | J. L. KENT & SONS, INC. SPOTSYLVANIA, VA | 3 | \$570,960.25 OPT. A |
| 237-68A | 0667-020-240, CS01, B66B | 667 | From: 0.515 Mi. N. Rte. 604 To: 0.780 Mi. N. Rte. 604 Chesterfield County Aggr. Base, Asphalt S.T. & Br. | AWARD | D. M. LYLE CORP. MCKENNEY, VA | 6 | \$404,912.80 |

BIDS RECEIVED JULY 24, 1968

| JOB. DES. | PROJECT NUMBER | ROUTE NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|-----------|--|-----------|---|-----------|---|-------------|--------------|
| 954 | 20-0453-B1-5002 | 653 | Int. Rte. 653 & Rte. 1789 Chesterfield County Construct Turn Lane | AWARD | GERALD K. MOODY, INC. T/A SOUTHERN CONSTR. CO. PETERSBURG, VA | 6 | \$43,905.00 |
| 962 | 0661-071-P04, N501, D669 | 861 | From: Int. Rte. 621 To: North Carolina St Pittsylvania County Grade, Drain, Stabilize & Asphalt S.T. | AWARD | H. T. MILAN & SONS, INC. SOUTH BOSTON, VA | 4 | \$462,355.76 |
| 982 | 0786-023-181, N502 | 786 | From: 0.62 Mi. N. Int. Rte. 685 To: 0.9 Mi. N. Int. Rte. 685 Culpeper County Asphalt Conc., Base & Asphalt Top | AWARD | SAMUEL JAMES CONSTR., INC. BEVA, VA | 2 | \$127,444.60 |
| 174-88A | 0697-013-322, N501, B657 N502, B659 | 697 | Rte. 697 over Know Cr. Buchanan County Br. & Approaches (2) | AWARD | EDWIN O'DELL & CO. PULASKI, VA | 7 | \$658,000.00 |
| 182-88A | 0643-029-287, C501, B686 | 643 | From: 1.046 Mi. S. Int. Rte. 612 To: 0.87 Mi. S. Int. Rte. 612 Falfax County Asphalt Conc. Base, Asphalt Top & Br. | AWARD | SHIRLEY CONTRACTING CORP. LORTON, VA | 4 | \$546,074.00 |
| 227-88A | 0638-093-P45, N501 | 638 | From: 2.2 Mi. N. Rte. 55 To: 3.4 Mi. N. Rte. 55 Warren County Aggr. Base & Asphalt S.T. | AWARD | GENERAL EXCAVATION, INC. LURAY, VA | 2 | \$283,886.85 |

BIDS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RTE. NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|-----------|--|-----------|--|-----------|---|-------------|--------------|
| 234-88A | 0670-005-P88, N501 0670-005-188, 0640 | 670 | From: Int. Rte. 604 To: Int. Rte. 663 Amherst County Aggr. Base, Asphalt S.T. & Drainage Str. | AWARD | D. S. NASH CONSTR. CO. & D. S. NASH & HARRISON O. NASH APPOMATTOX, VA | 4 | \$454,669.25 |
| 236-88A | 0605-013-P37, N501 0619-013-P44, N501 | 605 & 619 | From: Rte. 658 To: 0.5 Mi. S. Rte. 658 AND From: Rte. 605 To: 0.5 Mi. E. Rte. 605 Buchanan County Aggr. Base & Asphalt S.T. | AWARD | CLEDI CORP. SURFUS CREEK, VA | 4 | \$149,488.80 |
| 247-88A | 0634-052-103, N501, B629 | 634 | From: 0.04 Mi. S. Rte. 637 To: 0.05 Mi. N. Rte. 637 Lee County Asphalt Conc. Base, Asphalt Top & Drainage Str. | AWARD | FRILEY'S, INC. EAST STONE GAP, VA | 3 | \$170,600.02 |
| 249-88A | 0722-058-225, N501 | 722 | From: Int. Rte. 58 To: Int. Rte. 15 Mecklenburg County Aggr. Base & Asphalt S.T. | AWARD | KEY CONSTR. CO., INC. CLARKSVILLE, VA | 4 | \$417,097.75 |
| 250-88A | 0762-058-207, N502, D633 | 762 | From: 1.0 Mi. W. Rte. 677 To: Rte. 702 Mecklenburg County Aggr. Base, Asphalt S. T. & Drainage Str. | AWARD | S. T. WOOTEN CONSTR. CO., INC. WILSON, NC | 6 | \$537,900.84 |

BIDS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RTE. NO. | LOCATION & WORK TYPE | REQUIREMENT | CONTRACTOR | NO. OF BIDS | LOW BID |
|-----------|--|-----------|---|-------------|--|-------------|----------------|
| 254-88A | 0867-080-202,CS01,CS02, B663 0419-080-108,CS01 | 867 & 419 | From: Int. Rte. 419 To: 0.067 Mi. N. of SCL City of Roanoke AND From: 0.083 Mi. W. Int. Rte. 867 To: 0.049 Mi. E. Int. Rte. 867 Roanoke County Asphalt Conc. Base, Asphalt Top, Inside. | AWARD | A. R. COFFEY & SONS, INC BUCHANAN, VA | 4 | \$1,280,669.20 |
| 256-88A | 0794-082-195,CS01,B648 | 794 | From: 0.188 Mi. W. Int. Rte. 620 To: Int. Rte. 620 Rockingham County Aggr. Base, Asphalt 5.1. & 8". | AWARD | NEW RIVER BR. CO. PULASKI, VA | 4 | \$342,319.50 |
| 258-88A | 0671-097-123,MS01 0671-097-124,MS01 -S- -H- | 671 | From: 0.09 Mi. E. Rte. 679 To: 0.03 Mi. W. Rte. 679 AND From: Rte. 620 To: 0.48 Mi. N. Rte. 620 Nisa County Aggr. Base & Asphalt Top | AWARD | LITTLE HENRY'S EXCAVATING & PAVING, INC. POUND, VA | 2 | \$275,766.35 |
| 949 | 0666-073-P62,MS02 | 666 | From: Rte. 699 To: Rte. 686 Princes Edward County Aggr. Base & Asphalt 5.1. | AWARD | J. E. EVANS & SON CONSTR. CO., INC. APPOMATTOX, VA | 7 | \$240,255.30 |
| 950 | 0657-083-6220-731 | 657 | Int. Rte. 654 Russell County Conc. Slab Span Br. | AWARD | KEN'S CONSTR. CO. LEBANON, VA | 8 | \$89,300.00 |

BIDS RECEIVED JULY 26, 1988

| JOB NOS. | PROJECT NUMBER | ITE. NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|----------|--|----------|--|-----------|--|-------------|--------------|
| 953 | 0698-007-P98, N508, N505 | 693 | From: N. Int. Rte. 697 (N508); Int. Rte. 694 (N505) To: 0.54 Mi. S. Rte. 672 (N503); S. Int. Rte. 697 (N505) Augusta County Aggr. Base & Asphalt S.F. | AWARD | F. CLAYTON PLECKER & SONS, INC. MILLBROD, VA | 7 | \$666,237.00 |
| 957 | 0712-019-P71, N501, 0633 | 712 | From: S. Charlotte-Lunenburg Cl. To: 0.89 Mi. N. Lunenburg-Charlotte Cl. Charlotte County Aggr. Base, Asphalt S.T. & Drainage Str. | AWARD | LANCO PAVING INC. VIRGILINA, VA | 3 | \$255,935.50 |
| 956 | 0678-019-P84, N501 | 678 | From: Rte. 649 To: Dead End Charlotte County Aggr. Base & Asphalt S.T. | AWARD | J. E. EVANS & SON CONSTR. CO., INC. APPOMATTOX, VA | 7 | \$191,654.50 |
| 964 | 0729-044-P06, N501 0710-044-P09, N501 0941-044-P11, N501 0741-044-P12, N501 0689-044-P21, N502 | Var. | Various Locations Henry County Grade, Drain, Stabilize & Asphalt S.T. | AWARD | LESTER C. SCALES CONTR., INC. MARTINSVILLE, VA | 2 | \$196,450.25 |
| 965 | 0694-070-P78, N501 1040-070-228, N501 0862-070-P28, N501 0653-070-P15, N501 0690-070-P04, N501 | Var. | Various Locations Patrick County Grade, Drain, Stabilize & Asphalt S.T. | AWARD | J. C. JOYCE TRUCKING & PAVING, INC. PATRICK SPRINGS, VA | 3 | \$347,811.80 |

BIDS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RTE. NO. | LOCATION & WORK TYPE | REQUIREMENT | CONTRACTOR | NO. OF BIDS | LOW BID |
|-----------|--|----------|---|-------------|--|-------------|--------------|
| 967 | 0609-044-258, NS02 | 609 | From: 0.051 Mi. N. Rte. 174 To: 0.024 Mi. N. Rte. 797 Henry County Grading, Drainage Stabilizing & Curb & Gutter | AWARD | APAC-VA, INC. DANVILLE, VA | 1 | \$345,905.75 |
| 968 | 0735-070-P91, NS01 0734-070-P99, NS01 0861-070-P05, NS01 0741-070-P21, NS01 | Var. | Various Locations Patrick County Grades, Drain, Stabilize & Asphalt S.T. | AWARD | J. C. JOYCE TRUCKING & PAVING, INC. PATRICK SPRINGS, VA | 5 | \$164,101.20 |
| 969 | 0611-070-P77, NS01 0708-070-P17, NS01 0710-070-P22, NS01 | Var. | Various Locations Patrick County Grade, Drain, Stabilize & Asphalt S.T. | AWARD | STRICKLAND CONSTR. CO., INC. FANCY GAP, VA | 4 | \$288,548.71 |
| 973 | 0700-013-7104-431 10 4 | 700 | From: 0.9 Mi. N. Rte. 460 To: 0.99 Mi. N. Rte. 460 Buchanan County Slide Correction | AWARD | CLEDD CORP. SANDROS CREEK, VA | 3 | \$349,631.00 |
| 984 | 0818-082-6522, SR01 | 818 | Located Between Rte. 937 (0.32 Mi. S. Int. Rte. 937) & Rte. 817 Rockingham County Br. Repr. | AWARD | LANFORD BROTHERS CO., INC. RODMORE, VA | 3 | \$140,568.50 |
| 992 | 029-5301-6431-000 | 5301 | Twin Branch Rd. Fairfax County Pipe Reprs. & Reinforcement | AWARD | CENTURY CONCRETE SERVICES, INC. VIRGINIA BEACH, VA | 3 | \$477,758.00 |

BIDS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RTE. NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|--|---|----------|--|-----------|---|-------------|--------------|
| 235-88A | 0675-006-179,CS01 | 675 | From: 0.007 Mi. W. Int. Rte. 29 To: 0.918 Mi. W. Int. Rte. 29 Aggr. Base & Asphalt Top | REJECT | D. S. WASH CONSTR. CO. & D. S. WASH & MARION D. WASH APPOMATTOX, VA | 2 | \$540,711.00 |
| 966 | 1095-080-243,MS01 1158-080-244,MS01 0843-080-245,MS01 1527-080-246,MS01 WING COMMANDER DRIVE GRAPE TREE LANE | Var. | Various Locations Roanoke County Grade, Drain, Stabilize, Asphalt S.T. & Asphalt Overlay | REJECT | ROBERTSON-FUNKER CO., INC. BLUCHMAN, VA | 1 | \$238,074.40 |
| <p>Moved by Mr. Kelly, seconded by Dr. Thomas, 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> | | | | | | | |
| <p>19 K 1</p> | | | | | | | |
| 970 | PR-29-88 | 29 | MISCELLANEOUS PROJECTS From: Fairfax City Limits To: Bradley Rd. (Rte. 1210) Fairfax County Conc. Pave. Reprs. & Asphalt Conc. Overlay | AWARD | CENTRAL ATLANTIC CONTRACTORS INC. ABINGDEN, MD | 3 | \$788,700.00 |
| 977 | GH-8A-88 | Var. | Various Locations Allegany, Bath, Rockbridge, Augusta & Highland Co's. Guardrail Maintenance | AWARD | ELIARDHALL, INC. T/A WEBSTER & WEBSTER, CO. VERONA, VA | 5 | \$154,705.00 |

BIDS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RTE. NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|-----------|--|----------|---|-----------|--|-------------|--------------|
| 978 | GM-88-88 | Var. | Various Locations Rockingham, Shenandoah, Frederick, Page, Warren & Clarke Co's. Guardrail Maintenance | AWARD | MAKO, INC. CHARLOTTESVILLE, VA | 5 | \$178,710.00 |
| 979 | GM-5-80 | Var. | Various Locations City of Suffolk & Isle of Wight Co. Guardrail Maintenance | AWARD | PENN LINE SERVICE, INC. SCOTTSDALE, PA | 4 | \$61,902.50 |
| 981 | GM-58-88 | Var. | Various Locations Suffolk District Guardrail Maintenance | AWARD | L. S. LEE, INC. YORK, PA | 4 | \$100,925.00 |
| 982 | PRMD-961-101, N502 1890-961-101, N502 | Var. | Various Locations Bristol District Furnish & Install | AWARD | AMPSCO CORP. COLUMBUS, OH | 3 | \$98,273.00 |
| 989 | HSE-10-88-534 | Var. | Various Locations Dickenson County Stabilize & Asphalt S.T. | AWARD | LITTLE HENRY'S EXCAVATING & PAVING, INC. FOUND, VA | 5 | \$241,879.00 |
| 960 | DST-16-88-536 | Var. | Various Locations Blaine County Plant Mix Overlay | AWARD | ADAMS CONSTR. CO. ROANOKE, VA | 2 | \$418,574.89 |

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BIDS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RTE. NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|-----------|----------------|------------|--|-----------|--|-------------|--------------|
| 963 | ST-01-88 | Var. | Various Locations Carroll & Floyd Co's. Surf. Treat. | AWARD | APAC-VA., INC. DANVILLE, VA | 3 | \$170,563.55 |
| 971 | PH-6-88 | Var. | Various Locations Fredericksburg District Traffic Line Painting - District Wide | AWARD | ALLIED STRIPING, INC. WARRENTON, VA | 1 | \$60,016.95 |
| 976 | BR-6C-88 | 360 WBL | Rts. 360 over Monculm Cr. King William County Asphalt Overlay; Clean & Paint Structural Steel | AWARD | DONALD H. SELWAGE, INC. AMHERST, VA | 3 | \$159,155.00 |
| 980 | GT-5A-88 | Var. | Various Locations Suffolk District Guardrail Maintenance | AWARD | L. S. LEE, INC. YORK, PA | 4 | \$154,400.00 |
| 983 | BR-4A-88 | 10 | Various Locations Prince George County Guardrail Schedule | AWARD | PENY LINE SERVICE, INC. SCOTTDALE, PA | 7 | \$61,784.25 |
| 985 | GT-5B-88 | Var. | Various Locations Prince George County Guardrail Schedule | AWARD | PENY LINE SERVICE, INC. SCOTTDALE, PA | 4 | \$59,840.00 |

1988

BIDS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RTE. NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|-----------|----------------|-----------|--|-----------|--|-------------|----------------|
| 987 | MR-A-88 | Var. | Various Locations Fairfax County Maintenance Restoration | AWARD | GENERAL PAVING CORP. MINNASSAS, VA | 2 | \$255,824.00 |
| 989 | SL-81-88 | 39 & 1-64 | Rte. 39 - N. of Rte. 11; Rte. 1-64 WBL N.P. 50.7 Rockbridge County Repairing 2 Fill Slope | AWARD | CHARLES W. BARBER & SON COAST. CO., INC. LEXINGTON, VA | 5 | \$271,026.50 |
| 990 | SC5-A1-88 | Var. | Various Locations Fairfax County Rep. of Sidewalk, Curb & Gutters & Entrances | AWARD | SHIRLEY CONTRACTING CORP. LORTON, VA | 3 | \$1,244,451.25 |
| 961 | BR-60-88 | 3 | Br. on Rte. 3 over the Rappahannock Rv. at Grey's Point Lancaster-Middlesex CL | REJECT | ADVANCED CONTROL TECHNOLOGY, INC. O/B/A ACTERN, INC. WASHVILLE, TENN | 2 | \$31,367.00 |
| 986 | PCR-7-88 | Var. | Various Locations Albemarle, Fluvanna, Greene & Madison Co.'s. Pipe Culvert Rehabilitation | REJECT | INSITUFORM EAST, INC. LANDOVER, MD | 1 | \$508,402.20 |
| 991 | SC5-A2-88 | Var. | Various Locations Fairfax County Rep. of Sidewalk Curb & Gutter | REJECT | DANIS INDUSTRIES CORP. DAYTON, OH | 4 | \$1,039,976.50 |

Moved by Dr. Thomas, seconded by Mr. Smalley, 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, and approve rejection of bids listed above for rejection and authorize readvertisement. Motion Carried.

BIDS RECEIVED JULY 26, 1988

| JOB. DES. | PROJECT NUMBER | RTE. NO. | LOCATION & WORK TYPE | RECOMMEND | CONTRACTOR | NO. OF BIDS | LOW BID |
|-----------|---|------------------|--|-----------|--|-------------|----------------|
| N002-88A | U000-118-108,CS01; 1425-009-218,CS01; 0221-009-109,MS01 | GRANES MILL ROAD | From: 0.168 MI. E. Int. Old Graves Mill Rd. To: Bedford-Campbell Co. Line AND From: Bedford-Campbell Co. Line To: Int. Rte. 221 City of Lynchburg Bit. Conc. Base, Asphalt Top & Curb & Gutter | AWARD | LAWHORNE BROTHERS, INC. LYNCHBURG, VA | 4 | \$2,100,432.04 |

BIDS RECEIVED BY CITY OF LYNCHBURG JULY 26, AUGUST 8, & AUGUST 16, 1988

Moved by Mr. Davidson, seconded by Mr. Smalley, that the Board approve the bid listed above for award and authorize execution of contract by the Deputy Commissioner or Chief Engineer. Motion Carried.

8/18/88

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

WHEREAS, in accordance with its needs and
schedules for implementing its programs objectives,
the Department has determined that in order to
perform the necessary activities to meet those
objectives for inspection and rehabilitation of the
existing bridge deck on project:

0003-059-1959-052
Route 3 over Rappahannock River

located in Middlesex-Lancaster Counties, it is
necessary to supplement its Structure and Bridge
Division staff; and

WHEREAS, in accordance with Department policy
and State procurement procedures a firm proposal has
been received from Baker and Associates; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board
authorize the execution of the Agreement with the
firm of Baker and Associates which establishes a
compensation of \$580,018 for services and expenses
plus a net fee of \$49,500 making the maximum total
compensation not to exceed \$629,518.

Motion carried.

8/18/88

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of URS Company, Inc., and it has been determined that a change in the scope of services is necessary in the preparation of contract plans, specifications, and estimates for a traffic control system for the proposed I-64 HOV lanes in Norfolk (Project 0064-122-114, PE-101). Funding priorities now dictate that this work be divided into 8 separate construction projects in lieu of the three projects originally envisioned. Temporary traffic control plans and net breakdowns of summaries, cost estimates, plan and specification packages will have to be developed to correspond with each project and the funding within each project.

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. 3.

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 \$2,502,800.00.

This supplemental agreement No. 3 is in the amount of \$335,432.69 for services and expenses plus a net fee of \$15,107.73 making the total for this supplement \$384,083.69. The total maximum compensation of the agreement including this and all prior supplements is now \$2,886,883.69.

Motion carried.

8/18/88

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

WHEREAS, the Department currently has a memorandum of agreement with the firm of Figg and Muller Engineers, Inc., and it has been determined that a change in the scope of services is necessary since the contractor is not completing the construction of the approaches and the Route 295 structure over the James River located at the Chesterfield and Henrico County Line, identified as Project 0095-020-101, B610, B611, G304, G309, within the allotted time allowed by the contract which requires that the consultant's inspection personnel be extended on the project for an additional twelve (12) months; and

WHEREAS, the extension of time will increase the required consultation during construction; and

WHEREAS, the number of shop drawing submissions by the contractor has far exceeded that originally estimated and has required considerable extra work by the consultant; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this supplemental agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$3,482,399.00.

The supplemental agreement No. 1 is in the amount of \$1,621,630.00 for services and expenses plus a net fee of \$165,810.00 making the total for this supplement \$1,787,440.00. The total maximum compensation of the agreement including this and all prior supplements is now \$5,269,839.00.

Motion carried.

8/18/88

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

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for location studies; traffic studies; surveys; preparation of right of way and construction plans; and preparation of concept, preliminary and final contract plans for structures and structure improvements on project:

Route 620 (Braddock Road)
Project Nos. 0620-029-117, C-502
0620-029-117, C-503
0620-029-117, C-504
0620-029-117, C-505

From: Int. Route 3545
To: Int. Route 123

located in Northern Virginia District, County of Fairfax, it is necessary to supplement the Department's Engineering Staff; and

WHEREAS, in accordance with Department policy and State procurement procedures a firm proposal has been received from Talbot and Associates, Ltd.; and

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

NOW, THEREFORE BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Talbot and Associates, Ltd., which establishes a compensation of \$1,312,424.24 for services and expenses plus a net fee of \$61,207.67 making the maximum total compensation not to exceed \$1,373,631.91.

Motion carried.

8/18/88

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

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for surveying, geotechnical investigation and preparation of complete right of way and construction plans on projects:

Route 638 (Rolling Road)
From: Intersection Route 636
To: Intersection Route 644
0638-029-156, C-504

Route 643 (Lee Chapel Road)
From: 0.08 Mi. N. Route 641
To: Intersection Route 644
0643-029-294, C-502

Route 645 (Burke Lake Road)
From: 0.23 Mi. E. Route 641
To: Intersection Route 643
0645-029-253, C-503

located in Northern Virginia District, Fairfax County, it is necessary to supplement the Department's Engineering staff; and

WHEREAS, in accordance with Department policy and State procurement procedures a firm proposal has been received from Blauvelt Engineers, P.C., for said services; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Blauvelt Engineers, P. C., which establishes a compensation of \$862,572.00 for services and expenses, plus a net fee of \$47,458.00 making the maximum total compensation not to exceed \$910,030.00.

Motion carried.

8/18/88

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

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for surveying, and preparation of complete right of way and construction plans on projects.

Route 657 (Centreville Road)
From: Intersection Route 2528
To: Intersection Route 267
0657-029-281, C-502

Route 657 (Centreville Road)
From: Intersection Route 50
To: Intersection Route 2528
0657-029-281, C-503

located in Northern Virginia District, Fairfax County, it is necessary to supplement its Location and Design Division staff; and

WHEREAS, in accordance with Department policy and State procurement procedures a firm proposal has been received from Rinker-Detwiler and Associates, P.C., for said services; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Rinker-Detwiler and Associates, P.C., which establishes a compensation of \$725,704.57 for services and expenses, plus a net fee of \$57,410.67 making the maximum total compensation not to exceed \$783,115.24.

Motion carried.

8/18/88

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

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for providing construction inspection services in Lynchburg District, an Inspection Services Consultant Contract is necessary to supplement the District Construction staff; and

WHEREAS, in accordance with Department policy and State procurement procedures a firm proposal has been received from Froehling & Robertson, Inc., for said services; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Froehling & Robertson, Inc., which establishes a maximum total compensation not to exceed \$300,000.00.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in the Scott County Vocational School on June 28, 1988, at 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 72 from the intersection of Route 71 (East of Gate City) to the intersection of Route 65 (at Fort Blackmore) in Scott County, State Project 0072-084-104, PE-101; 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

8/18/88

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. Humphreys, seconded by Mr. Beysr, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Public Hearing was held in the Caroline County Courthouse on May 14, 1987, at 7:00 p.m., for the purpose of considering the proposed location of the Bowling Green Bypass (Routes 207 and 301) from Route 207, 0.5 mile north of the bridge over the Richmond, Fredericksburg, and Potomac Railroad, to Route 301 east of Bowling Green in Caroline County, State Project 6207-016-107, PE-101; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved in accordance with the plan as proposed and presented at the said Location Public Hearing by the Department's engineers as Line 4, which is a revision of previous Highway Commission action of January 21, 1965, to avoid the Old Mansion property; and

8/18/88

BE IT FURTHER RESOLVED, that this roadway be designated as a limited access highway as presented at the location public hearing in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board; and

BE IT FURTHER RESOLVED, that in the interest of public safety, (1) pedestrians, (2) persons riding bicycles or mopeds, (3) horse-drawn vehicles, (4) self-propelled machinery or equipment, and (5) animals led, ridden, or driven on the hoof be prohibited from using this limited access highway in accordance with the statutes of the Commonwealth of Virginia.

Motion carried; Mr. Smalley abstained, stating the reason for his abstention being the fact that his wife owns property in the vicinity of Route 207 and he wished to avoid the impression of any type of conflict.

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

WHEREAS, the City of Chesapeake is undertaking at its own expense improvements to George Washington Highway (Route 17) between I-64 and Military Highway; and

WHEREAS, these improvements will enhance traffic flow by eliminating a hazardous at-grade railroad crossing and consolidating two adjacent median crossovers; and

WHEREAS, construction of the project in this fashion will require a modification of the existing limited access lines adjacent to Route 17; and

WHEREAS, Department staff have concluded that the proposed modifications would not adversely affect the safety or efficiency of either I-64 or Route 17.

NOW, THEREFORE, BE IT RESOLVED, that the limited access line adjacent to Route 17 which presently terminates at a point right of Station 48+00.00 be adjusted to terminate at a point right of Station 45+50.00, thereby shortening the limited access line to accommodate the proposed new street connection; and

8/18/88

BE IT FURTHER RESOLVED, that the limited access line adjacent to Route 17 which presently terminates at a point left of Station 42+80.00 be extended to terminate at a point left of Station 45+25.00 thereby lengthening the limited access line to preclude further access to this portion of Route 17.

Motion carried.

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

WHEREAS, Arlington Boulevard, Route 50, in Arlington County, Fairfax County, and the City of Fairfax was designated as limited access highway by the Highway Commission on July 28, 1953, and amended by the Commonwealth Transportation Board on June 18, 1987; and

WHEREAS, a break in the limited access has been requested to serve the property on the south side of Arlington Boulevard (Route 50) opposite Nutley Street (private) (Station 612+50 to Station 613+20 - Project 50 - 501 E), in Fairfax County; and

WHEREAS, this break in the limited access will serve the properties on the southerly side of Arlington Boulevard at an existing signalized intersection; and

WHEREAS, this break in the limited access will provide adequate sight distance and will not adversely effect traffic on Arlington Boulevard; and

WHEREAS, two existing breaks in the limited access on the south side of Arlington Boulevard will adversely effect traffic on Arlington Boulevard (Station 611+00 to Station 611+30 and Station 617+20 to Station 617+80) if proposed development occurs and the new access is allowed;

NOW, THEREFORE, BE IT RESOLVED, that the resolution dated June 18, 1987, be amended and that an additional access point on the south side of Route 50 from Station 612 to Station 613+20 be approved, and that existing access points on the south side of Route 50 opposite Stations 611+00 to Station 611+30 and opposite Station 617+20 to Station 617+80 be closed; and

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BE IT FURTHER RESOLVED, that a plan approved by Fairfax County and the Department of Transportation reflecting the aforementioned changes will be required.

Motion carried.

Moved by Mrs. Kincheloe, 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,

WHEREAS, the staffs and the Division of Parks and Recreation and the Virginia Department of Transportation have reviewed and determined that Route 231 from its intersection with Route 33 in the Town of Gordonsville in Orange County to the intersection with Route 211 at Sperryville in Rappahannock County substantially meets the adopted criteria for a Virginia Byway; and,

WHEREAS, the Department of Conservation and Historic Resources on February 5, 1988, recommended to the Virginia Department of Transportation that Route 231 heretofore described, be designated as a Virginia Byway; and,

WHEREAS, the required procedures have been followed and a Public Hearing was duly advertised and held on June 29, 1988, and the views of the citizens and local governing bodies have been considered; 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 powers and duties in locating, constructing, improving, and maintaining highways in the Commonwealth;

NOW, THEREFORE, BE IT RESOLVED, that Route 231 herein described, be designated as a Virginia Byway.

Motion carried.

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

WHEREAS, in order to provide a noise abatement
policy covering federal aid and non-federal aid
highway projects, and

WHEREAS, the need for a single policy has been
established, and

WHEREAS, careful consideration has been given to
the development of a policy,

NOW, THEREFORE, BE IT RESOLVED, that the
attached State Noise Abatement Policy be approved by
the Board, and that such policy be effective on
January 1, 1989.

Motion carried.

August 18, 1988

State Noise Abatement Policy

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

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

3. The design year noise levels emanating from the project exceed existing noise levels by 10 dB(A) or more.
- e. A noise abatement measure will be considered not cost effective if the cost of the measure per receptor protected exceeds \$20,000.00. For the purpose of this provision, the term "receptor", refers to any land use category listed in Table I of FHPM 7-7-3. (For example a residential receptor would include single and multifamily dwellings).
 - f. Extenuating circumstances will be considered on an individual project basis.
 - g. For federal aid projects the responsibility for assembling all relevant information and developing noise abatement related recommendations will rest with the joint FHWA-VDOT standing Noise Abatement Committee. On non-federal aid projects the committee's functions will be carried out by its VDOT members.
 - h. The Chief Engineer, on behalf of the Commonwealth Transportation Board, will make the final determination on all noise abatement related issues.
 - i. For non-federal aid projects VDOT will consider and if feasible construct and maintain noise abatement measures, provided
 1. the local jurisdiction through which the project traverses agrees to assume 50% of the cost of the abatement measure and
 2. the local jurisdiction has an ordinance requiring developers to include noise abatement in their plans for residential and other noise sensitive developments adjacent to existing highways and future highway

alignments previously adopted by the Commonwealth Transportation Board. VDOT staff will provide limited assistance to local jurisdictions in the preparation of the noise ordinances. The abatement measures constructed by developers will ensure compliance with the FHWA Noise Abatement Criteria, where these criteria can be reasonably achieved, but will at the minimum provide 5 dB(A) noise attenuation for each structure or activity which the abatement measure is designed to protect. If any portion of the abatement measure is located on the highway right of way, the developer will comply with VDOT's design, construction and materials specifications. The local jurisdiction will be responsible for maintaining the noise abatement measures constructed by a developer.

- j. If a local jurisdiction insists on the provision of a noise abatement measure deemed unnecessary by VDOT, arrangements may be made for the use of VDOT right of way, provided:
 - 1. The locality is willing to assume 100% of the cost of the abatement measure including but not limited to preliminary engineering, construction and maintenance and,
 - 2. VDOT's material, design and construction specifications are met.
- k. In assessing the noise impacts associated with a highway project, undeveloped lands will be treated as developed lands, if and only if a proposed land use development plan and a schedule of development have been filed with and approved by the local jurisdiction prior to the date the

Commonwealth Transportation Board selects the final corridor alignment. The final decision concerning noise abatement for a proposed development will be conditioned on two points.

1. The noise barrier will not be constructed until the portion of the development to be protected by the abatement measure is completed to the satisfaction of VDOT, and
2. When there is a substantial time lapse between the final decision and the date the development is completed, the noise abatement analysis will be updated and the decision will be reconsidered.

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

WHEREAS, Section 131(f) of the Federal Highway Beautification Act of 1965 provides for the erection of official highway signs within Interstate right of way furnishing specific information for the traveling public; and

WHEREAS, the Virginia Department of Transportation has had a program to provide travel services signing on various Interstate highways since 1972; and

WHEREAS, prior to July 16, 1981, the cost of providing background signs and structures for displaying individual business signs was provided by federal and state funds; and

WHEREAS, on July 16, 1981, a policy was implemented by the Department which required that a business desiring to participate in the program must pay all costs of any new or modified background signs which may be necessary after the original installation of such signs; and

WHEREAS, this policy has meant that the first business at an interchange has had to pay the entire cost of the new or modified background signs which the Board believes to be unfair and works a hardship; and

WHEREAS, the Department has become concerned with the substantial funding currently borne by some participating businesses and desires to have a more equitable distribution of program costs; and

WHEREAS, it is reasonable to require each participating business to provide an appropriate share of the cost of administration and maintenance of the signing program;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board amends the policy for participation in the travel services signing program effective January 1, 1989 to include the following:

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1. Each participating business shall pay an annual fee of \$200 per direction of travel for which its sign is displayed on the mainline of the Interstate route per 12-month period of participation.
2. Any currently participating business which, since July 16, 1981, was required to pay any costs associated with the background panels to which its logos are affixed shall have those costs refunded, less the cost of installing the business logos.
3. When a business must be deleted from the program because it exceeds the maximum number allowed to participate by virtue of the subsequent qualification of a similar type business closer to the point of measurement at the Interstate interchange, it shall only be deleted at the end of the 12-month period for which its fees have been paid.
4. If any participating business at any time fails to meet the minimum criteria by which it qualified for participation in the logo program, or fails to pay all fees as directed, the Department will remove the business' signs and the business will not receive a refund of any fees rendered.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board shall periodically review the associated costs relating to the operation of this signing program and make adjustments, if necessary, in the fee charged to each business for each 12-month period of participation. Motion carried.

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

WHEREAS, on September 21, 1972, the Commonwealth Transportation Board approved minimum State criteria by which gas, food, and lodging establishments may qualify for participation in specific information signing for travel services within Interstate rights-of-way; and

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WHEREAS, on November 16, 1972, the Commonwealth Transportation Board approved the gore of the first exit ramp in the direction of travel on the Interstate route at the interchange as the point of measurement in determining the qualification of gas, food, and lodging establishments; and

WHEREAS, experience with the travel services signing program during recent years on Interstate Routes 64, 66, 77, 81, 85, 95 and 295 has revealed a need to revise several aspects of the criteria to preserve the integrity of the program; and

WHEREAS, the maximum distance criteria for participation by gas establishments were initially established as not more than 1 mile from the gore of the first exit ramp in the direction of travel on the Interstate route at the interchange, and input from the public and experience with this program reveal a need to increase that maximum distance criteria; and

WHEREAS, some new and reconstructed Interstate interchanges now incorporate longer distances from the gore of the first exit in the direction of travel to the terminus of the second exit ramp resulting in some establishments adjacent to the Interstate being too far from the point of measurement to qualify for signing; and

WHEREAS, some gas establishments are now charging fees for certain usual services which our minimum State criteria had originally intended as free services;

NOW, THEREFORE, BE IT RESOLVED, that the minimum State criteria for gas establishments are revised effective January 1, 1989 to include the following:

SERVICE

MINIMUM STATE CRITERIA

- | | |
|-----|---|
| GAS | 1. Shall be located not more than 3 miles from the gore of the first exit ramp in the direction of travel on the Interstate route at the interchange. |
|-----|---|

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2. Shall provide full service vehicle services including fuel, oil, tire repair, free compressed air for tire inflation and free water for battery and radiator. Availability of full service vehicle services shall be made clearly evident to motorists by the posting of conspicuous signs on the premises of the business establishment.
3. Shall provide free and separate public rest rooms for male and female persons, and each such rest room shall contain sink with running water for hand washing and a flush toilet.
4. Shall provide free drinking water fountain and free cups as necessary for public use.
5. Shall be in continuous operation at least 16 consecutive hours daily, 7 days a week.
6. Shall provide public telephone.

BE IT FURTHER RESOLVED, that when it is necessary to remove any gas, food or lodging establishment from this signing program due to interchange reconstruction which results in the distance to that establishment being farther than the maximum allowed, or another qualified establishment of the same type being closer than that establishment, and this is the sole cause for removal, that establishment shall be allowed to remain on the program for a period of 12 months after the project is opened to traffic.

Motion carried.

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

WHEREAS, the Department implemented a flashpass system on the Dulles Toll Road on January 1, 1988, to reduce congestion; and

WHEREAS, on February 18, 1988, the Board established a special introductory commutation rate of \$50.00 for the period April 1, 1988, to June 30, 1988; and

WHEREAS, the Board directed the program be evaluated by June 1; and

WHEREAS, this evaluation resulted in the experimental program being extended for 90 days, and subsequent evaluation indicates the flashpass program has not met the Department's anticipated level of public participation; and

WHEREAS, this lack of participation does not allow efficient utilization of traffic lanes, and enforcement of the program has been limited with numerous violations and loss of revenue,

NOW, THEREFORE, BE IT RESOLVED, that the Dulles toll Road flashpass program be discontinued effective October 1, 1988.

Motion carried.

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

WHEREAS, Federal law, statutory and regulatory, requires the Commonwealth of Virginia to assure the Federal Highway Administration that the Department is able under State law, statutory or regulatory, or both, to pay fair and reasonable relocation payments and provide assistance to or for persons displaced by federally funded programs before authorizing distribution of federal funds for projects; and

WHEREAS, the General Assembly enacted Chapter 6 of Title 25 to enable the Department to give such assurances; and

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WHEREAS, the Board enacted regulations governing relocation assistance and payments pursuant to § 25-253 in June 1977 to flesh out the statutory law; and

WHEREAS, the U.S. Department of Transportation in December 1987 enacted regulatory changes in 52 Fed. Reg. 242 (1987) (to be codified at 49 C.F.R. Part 24) in response to Congress' enactment of the Surface Transportation and Uniform Relocation Assistance Act of 1987 that requires changes to be made to the Board's existing regulations; and

WHEREAS, the Department proposes a series of changes to the Board's regulations, attachment A, that carry out the changes made to 49 C.F.R. Part 24 using the abbreviated procedure; and

WHEREAS, the changes are required to be made in order for the Department to give the requisite assurances to the Federal Highway Administration as noted above; and

WHEREAS, the proposed changes have been published in the Virginia Register to be effective August 18, 1988 upon approval of the Board; and

WHEREAS, the Department has been advised by the Federal Highway Administration that further regulatory changes are forthcoming, which will require additional changes in the Department's regulations. The Board hereby authorizes the Department to initiate the appropriate rule making procedure to amend the Department's regulations still further at such time FHWA publishes the final regulations implementing the 1987 congressional action.

NOW, THEREFORE, BE IT RESOLVED, that the Board adopts the amendments to the Rules and Regulations governing Relocation Assistance as set out in Attachment A. (Pages 27A through 27D).

Motion carried.

INDEX OF CHANGES TO VDOT'S RELOCATION MANUAL
SECTION 404, RELOCATION ASSISTANCE AND PAYMENTS
MANDATED BY THE PASSAGE BY CONGRESS OF THE
UNIFORM RELOCATION ACT AMENDMENTS OF 1987, PUB. L. 100-17, 101
STAT. 246 AND FEDERAL REGISTER VOL. 52 NO. 242,
DECEMBER 17, 1987, PART 24, PP. 47997 TO 48013

- p. iv Paragraphs 4, 5, 6, 7 & 8 of § 404, old Replacement Housing Payments - Replaced by new Paragraph 4.
- p. v Paragraphs 4 and 5 of § 404.05, Mobile Homes - Replaced by new Paragraph 4.
- p. 8 Paragraph 2 (p) of § 404.01, Definitions - Changed by adding the word "OR" after subparagraphs (1) and (2). Federal Register, Part 24 A § 24.2(d), (hereinafter Fed. Reg. § _____), p. 47998.
- p. 18 Paragraph 9 (a) (5) of § 404.01, Records - Eliminated reference to Form RW-24.

Title IV, § 406, Fed. Reg. § 24.401(d)(5)(e) and (e)(3), pp. 48007 and 48008. The other changes are made due to changes in agency internal practice or procedure, § 9-6.14:4.1(c)(2).
- p. 50 Paragraph 3 (a) of § 404.03, Moving Payments - "In Lieu of Moving Costs" amended to reduce minimum allowable from \$2,500 to \$1,000 and increase maximum allowable from \$10,000 to \$20,000.

Section 405 of Title IV, Uniform Relocation Act Amendments of 1987 (hereinafter Title IV, § _____); Fed. Reg. § 24.304(a), p. 48006.
- p. 53 Paragraph 3 (a) (6) of § 404.03, Moving Payments - "In Lieu of Moving Costs - Information to be Provided by Owner" reduces minimum payment figure to \$1,000 from \$2,500. By lowering this threshold dollar figure, it means that if the amount sought is more than the minimum, increased documentation is needed.

Section 405 of Title IV, Uniform Relocation Act Amendments of 1987 (hereinafter Title IV, § _____); Fed. Reg. § 24.304(a), p. 48006.

- p. 54 Paragraph 4 (b) of § 404.03, Moving Payments - "Moving Payments to Farm Operators - In Lieu of Actual Moving Expenses" reduces the minimum payment to \$1,000 from \$2,500 and increases the maximum payment to \$20,000 from \$10,000.
Title IV, § 405, Fed. Reg. § 24.304(c), p. 48006.
- p. 54 Paragraph 4 (b) (1) of § 404.03, Moving Payments - "Moving Payments to Farm Operators - In Lieu of Actual Moving Expenses - District Determination." Rewritten because of federal changes to entitlement conditions.
Fed. Reg. § 24.304(c)(1) and (2), p. 48006.
- p. 56 Paragraph 4 (b) (4) of § 404.03, Moving Payments - "Moving Payments to Farm Operators - In Lieu of Actual Moving Expenses - Information to be Provided by Owner" reduces the amount to \$1,000 from \$2,500 for undocumented payment.
Title IV, § 405, Fed. Reg. § 24.304(c), p. 48006.
- p. 66 Paragraph 2 (a) of § 404.04, Replacement Housing Payments - "Owner-Occupants for 180 Days or More" increases the maximum entitlement to \$22,500 from \$15,000.
Title IV, § 406, Fed. Reg. § 24.401(b), p. 48007.
- p. 73 Paragraph 2 (c) (2) of § 404.04, Replacement Housing Payments - "Increased Interest Payments - Payment Computation."
Title IV, § 406, Fed. Reg. § 24.401(d)(5)(a) and (e)(3), pp. 48007 and 48008. The other changes are made due to changes in agency internal practice or procedure, § 9-6.14;4.1(c)(2).
- p. 76 - 77 Paragraph 2 (c) (7) of § 404.04, Replacement Housing Payments - "Alternate Method for Computing Increased Interest Payments as Part of a Last Resort Housing Payment" increases to \$22,500 from \$15,000 the threshold for last resort housing entitlement.
Title IV, § 406, Fed. Reg. § 24.401(d)(5)(a) and (e)(3), pp. 48007 and 48008. The other changes are made due to changes in agency internal practice or procedure, § 9-6.14;4.1(c)(2).

- p. 78 Paragraph 2 (d) (1) of of § 404.04, Replacement Housing Payments - "Incidental Expenses (Closing Costs Incurred In Purchase of Replacement Dwelling)" adds two new cost items for which entitlement is authorized.
- Title IV, § 406, Fed. Reg. § 24.401(d)(5)(e) and (e)(2), pp. 48007 and 48008. The other changes are made due to changes in agency internal practice or procedure, § 9-6.14:4.1(c)(2).
- p. 78 Paragraph 2 (e) of of § 404.04, Replacement Housing Payments - "Combined Payments Not To Exceed \$15,000" changed in two places to increase the maximum payment to \$22,500.
- Title IV, § 406, Fed. Reg. § 24.401(b), p. 48007.
- p. 80 Paragraph 3 (a) of § 404.04, Replacement Housing Payments - "Rental Replacement Housing Payment to Owner-Occupant for 180 Days or More Who Rents." Payment is increased to \$5,250 from \$4,000.
- Title IV, § 407, Fed. Reg. § 24.401(f), p. 48008.
- p. 80 Paragraph 3 (b) of § 404.04, Replacement Housing Payments - "Computation and Disbursement of Payment" changed references to paragraphs since paragraphs previously referenced have been eliminated.
- p. 80 - 87 (inclusive) Paragraphs 4 through 8 (inclusive) of § 404.04, Replacement Housing Payments, dealing with certain classes of owners and tenants entitled to payments, have been eliminated and replaced by new Paragraph 4, "Replacement Housing Payment to Owner Occupant for Less Than 180 Days But Not Less Than 90 Days and Tenant Occupants of 90 Days or More."
- Title IV, § 407, Fed. Reg. § 24.402(a) and (c), p. 48008.
- p. 95 Paragraph 1 (f) of § 404.05, Mobile Homes - "General Rules for Replacement Housing or Rent Supplement Payment Computations" increased the maximum entitlement from "\$4,000 or \$15,000" to "\$5,250 or \$22,500."
- Title IV, §§ 406, 407, Fed. Reg. §§ 24.501, 24.501, 24.504, pp. 48007, 48010.

p. 97 - 98
100 - 101

Paragraph 3 of § 404.05, Mobile Homes - "Replacement Housing Payment to Owner-Occupants of Mobile Homes for 180 Days or More" raised the maximum payments from "15,000 and \$4,000" to "\$22,500 and \$5,250." It also reduces the number of months the rental replacement housing payment can be paid from 48 to 42 months. Changes throughout Paragraph 3 reflect the increase to \$5,250 from \$4,000 and the reduction to 42 months from 48 months.

Title IV, §§ 406, 407, Fed. Reg. § 24.503, p. 48009.

p. 102 - 105
(inclusive)

Paragraphs 4 and 5 (inclusive) of § 404.05, Mobile Homes - "Replacement Housing Payments for Owner-Occupants of Mobile Homes for Less Than 180 Days But More Than 90 Days" and "Replacement Housing Payment to Tenants of Mobile Homes for 90 Days or More" were eliminated and replaced by new Paragraph 4 to reflect changes brought about by Congressional action.

Title IV, § 407, Fed. Reg. §§ 24.504, 24.505, p. 48010.

p. 108 - 111
(inclusive)

Paragraphs 2, 4, 5, 6 and 8 of § 404.06, Last Resort Housing - "Utilization of Last Resort Housing" increases maximum entitlement for owner-occupant from \$15,000 to \$22,500, and maximum entitlement for tenant-occupant from \$4,000 to \$5,250. In addition, entitlement conditions were amended to reflect Congressional action.

Title IV, § 409, Fed. Reg. §§ 24.403(e), 24.601, pp. 48009, 48010.

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Moved by Mr. Kelly, seconded by Mr. Musselwhite

that

WHEREAS, in connection with the Hampton Roads Bridge and Tunnel System Project, the Commonwealth acquired certain lands from Tex Rickard Mercer and Doris Bell Mercer by deed dated April 9, 1957, recorded in Deed Book 749, Page 231; and from Marie C. Speese and J. A. Speese by instrument dated July 3, 1957, case for which has been concluded, recorded in Deed Book 752, Page 274. These instruments are recorded in the Office of the Clerk of the Circuit Court of the City of Norfolk; and

WHEREAS, a portion of the property, so acquired, is excess to the Department's needs; and

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

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.099 acre, more or less, and lying west of the west normal right of way limits of Tidewater Drive, from a point approximately 42 feet opposite approximate Station 1177+72 (construction centerline) to a point approximately 60 feet opposite approximate Station 1178+82 (construction centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Kelly, seconded by Mr. Musselwhite

that

WHEREAS, in connection with Route 29, State Highway Project 6029--071-111, RW-201, the Commonwealth acquired certain lands from Dorothy

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Louise Moses Jones and H. L. Jones by deed dated September 30, 1970, recorded in Deed Book 531, Page 201 in the Office of the Clerk of the Circuit Court of Pittsylvania 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 landowners have requested that the excess right of way be conveyed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.512 acre, more or less, and lying northwest of and adjacent to the northwest normal right of way limits of Route 29, from a point approximately 40 feet opposite approximate Station 1255+64 (connection existing Route 642 centerline) to a point approximately 40 feet opposite approximate Station 1259+10 (connection existing Route 642 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 deeds without warranty conveying same to the adjoining landowners of record for considerations satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Kelly, seconded by Mr. Musselwhite

that

WHEREAS, the Commonwealth is the apparent owner of the Harrisonburg-Warm Springs Turnpike in Augusta County; and

WHEREAS, a portion of the Harrisonburg-Warm Springs Turnpike encumbers the property of David W. Surratt; and

WHEREAS, the Harrisonburg-Warm Springs Turnpike, between Station 0+43 and Station 10+50, Project 69A-1R, lying within the property north of the north right of way line, was abandoned by action of the State Highway and Transportation Commission at their meeting of February 19, 1981; and

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WHEREAS, David W. Surratt has requested that we convey this portion of land to him; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the portion of the Harrisonburg-Warm Springs Turnpike lying within the lands of David W. Surratt, containing 0.55 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 State Highway System.

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

Motion carried.

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Moved by Mr. Smalley, seconded by Mr. Quicke, 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 Chesterfield County Board of Supervisors has, by resolution, requested industrial access funds to serve the AGI (Electronics) LIMITED facility located off Route 926, and said access is estimated to cost \$320,500; 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 \$310,250 of the Industrial Access Fund be allocated to provide adequate access to the proposed AGI (Electronics) LIMITED facility located off Route 926 in Chesterfield County, Project 0927-020-264, M501, contingent upon

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth;
2. the execution of an appropriate contractual agreement, with acceptable surety, between Chesterfield County and the Virginia Department of Transportation (VDOT), to provide for:
 - a. the design, administration and construction of this project;
 - b. Chesterfield County contributing the required \$10,250 matching funds;
 - c. Chesterfield County bearing any ineligible project costs and all project costs in excess of \$320,500;

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- d. Chesterfield County bearing all project costs not justified by appropriate capital expenditures under policy of the Commonwealth Transportation Board: if AGI (Electronics) LIMITED has not expended or entered into firm contract to expend at least \$3,205,000 for eligible capital items on subject property by August 18, 1990, then
- (1) an amount equal to 10% of eligible capital expenditures and/or the eligible capital outlay under firm contracts will be credited toward the project's allocation, up to a maximum of \$3,000,000 of such expenditures and/or contracts, and
 - (2) an amount equal to 5% of eligible capital expenditures and/or the eligible capital outlay under firm contracts totaling between \$3,000,000 and \$3,205,000 will be credited toward the project's allocation.
- e. VDOT determining eligible project costs and eligible capital expenditures in accordance with current policy and procedures.

Motion carried.

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

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WHEREAS, the Washington County Board of Supervisors has, by resolution, requested industrial access funds to provide access to the Washington County Industrial Park II located off Route 704 in the vicinity of Route 81, and said access is estimated to cost \$297,000; 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 \$297,000 of the Industrial Access Fund be allocated to provide adequate access to the proposed Washington County Industrial Park II located off Route 704 in Washington County, Project 0912-095-217, #501, contingent upon

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
2. the execution of an appropriate contractual agreement, with surety, between Washington County and VDOT for reimbursement to VDOT of all costs it incurs in the project's construction in excess of 10% of the total eligible capital outlay of the qualified industrial development that is in operation or under firm contract to locate within this park on or before August 18, 1990. Eligibility of the industry, its qualified capital outlay, and elements of the access project eligible for industrial access funds shall be determined by VDOT in accordance with current policy and procedures.

Motion carried.

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

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WHEREAS, the Henrico County Board of Supervisors has, by resolution, requested airport access funds to assist in financing improved access to the Richmond International Airport located off Route 60, and said access is estimated to cost \$4,100,000; 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 airport access funds.

NOW, THEREFORE, BE IT RESOLVED that \$250,000 of the Airport Access Fund be allocated to provide adequate access to the Richmond International Airport located off Route 60 in Henrico County, Project 1723-043-163, CS01, contingent upon

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
2. the execution of an appropriate contractual agreement between Henrico County and the Virginia Department of Transportation (VDOT), to provide for
 - a. the financing, design, construction and subsequent maintenance of the proposed access project; and
 - b. the payment of all ineligible project costs, and of any eligible costs in excess of this allocation, from sources other than VDOT.

Motion carried.

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

WHEREAS, by resolution of June 16, 1988, the Commonwealth Transportation Board allocated \$67,847.12 in industrial access railroad track funds to the County of Pittsylvania, and

WHEREAS, a total of \$67,827.12 was available for allocation.

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NOW, THEREFORE, BE IT RESOLVED, that the Board amends its resolution of June 16, 1988 to allocate \$57,827.12 to the County of Pittsylvania.

Motion carried.

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

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

WHEREAS, the City of Suffolk has, by resolution, requested Industrial Access Railroad Track Funds to serve Trego Stone Corporation, which is estimated to cost \$215,500; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$99,000 of the Industrial Access Railroad Track Funds be provided to construct new track to serve Trego Stone Corporation, located in the City of Suffolk, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
2. \$99,000 being allocated as the industrial rail access grant; with all other costs being borne by Trego Stone Corporation; and
3. execution of an agreement acceptable to the Department.

Motion carried.

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

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

WHEREAS, the Sussex County Board of Supervisors has, by resolution, requested Industrial Access Railroad Track Funds to serve the Smithfield-Carrolls Farms, which is estimated to cost \$250,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$200,000 of the Industrial Access Railroad Track funds be provided to construct new track to serve the Smithfield-Carrolls Farms, located in Sussex County, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
2. \$200,00 being allocated as the industrial rail access grant; with all other costs being borne by Smithfield-Carrolls Farms; and
3. execution of an agreement acceptable to the Department.

Motion carried; Mr. Humphreys abstaining; stating the reason for his abstention being the fact Smithfield-Carrolls Farms may be a customer of his business at a later date.

Mr. Kelly and Mr. Malbon declared they were members of a group which would be affected by this action.

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

WHEREAS, the Commonwealth Transportation Board (the Board) proposes to finance the cost of certain road improvements to State Route 28 in Fairfax and Loudoun Counties (the Project) through the issuance of Commonwealth of Virginia Transportation Contract Revenue Bonds, Series 1988 (Route 28 Project) (the Bonds), in the approximate principal amount of \$150,000,000; and

WHEREAS, there have been presented to this meeting the following documents which the Board proposes to execute to carry out the financing of the Project and the issuance of the Bonds, copies of which shall be filed with the records of the Board:

(a) Draft dated August 11, 1988, of a Bond Purchase Agreement among the Board, a group of underwriters consisting of Shearson Lehman Hutton, Inc., Craigie Incorporated, Goldman Sachs & Co., Morgan Stanley & Co., Inc., Scott & Stringfellow, Inc., Wheat, First Securities, Inc., Alex Brown & Sons, Inc., Investment Corporation of Virginia and Legg Mason Wood Walker, Inc. (the Underwriters), and the Treasury Board of the Commonwealth of Virginia setting forth the terms of the bonds and the terms pursuant to which they will be sold to the Underwriters (the Bond Purchase Agreement);

(b) Draft dated August 15, 1988, of a Preliminary Official Statement of the Board relating to the offering of the Bonds (the Preliminary Official Statement);

(c) Draft dated August 5, 1988, of a master Agreement of Trust dated as of September 1, 1988, between the Board and Crestar Bank, as trustee (the Trustee), providing the terms by which the Board may issue bonds for the District, as hereinafter defined (the Master Trust Agreement);

(d) Draft dated August 5, 1988, of a First Supplemental Agreement of Trust dated as of September 1, 1988, between the Board and the Trustee providing for the issuance and details of the Bonds (collectively with the Master Trust Agreement, the Trust Agreement);

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(e) Draft dated August 4, 1988, of a Contract dated as of September 1, 1988, between the Board and the State Route 28 Highway Transportation Improvement District (the District) providing for the collection of special tax revenues from the District and the Board's commitment to construct and complete the Project (the Contract); and

(f) Draft dated August 5, 1988, of a Payment Agreement between the Board and the Treasury Board of the Commonwealth of Virginia providing for the payment of principal and interest on the Bonds (the Payment Agreement);

BE IT RESOLVED, BY THE COMMONWEALTH
TRANSPORTATION BOARD:

1. The Board hereby authorizes the issuance of the Bonds pursuant to the Trust Agreement and the sale of the Bonds to the Underwriters pursuant to the Bond Purchase Agreement, with terms as shall be satisfactory to the Chairman of the Board; provided however, that the aggregate principal amount of the Bonds shall not exceed \$160,700,000, their term shall not exceed 30 years, their true interest cost shall not exceed 2.0% of the aggregate principal amount of the Bonds.

2. The Board hereby authorizes the Chairman, subject to the limitations of paragraph 1, to determine all details of the Bonds and of their sale, including the maturity schedule, the interest rates and the redemption provisions of the Bonds, the price at which the Bonds are to be sold to the Underwriters, and the prices at which the Bonds are to be reoffered by the Underwriters to the public, and to take all such further action as may be necessary for the issuance and sale of the Bonds.

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3. The Board hereby authorizes and directs the Chairman to execute an official statement (the Official Statement) in final form and deliver it to the Underwriters. The Official Statement shall be in substantially the form of the preliminary official statement presented to this meeting, which is hereby approved, with such completions, omissions, insertions and changes as may be approved by the Chairman, in collaboration with the Underwriters and Public Financial Management, Inc., the Board's financial advisor, the execution by the Chairman to constitute conclusive evidence of the approval of any such completions, omissions, insertions and changes. The Underwriters are hereby authorized to distribute the Official Statement to the purchasers of the Bonds.

4. The Bonds shall be limited obligations of the Board, payable solely from Revenues, as defined in the Trust Agreement, and nothing in the Bonds or in the Trust Agreement shall be deemed to create or constitute a debt or a pledge of the faith and credit of the Commonwealth or any political subdivision thereof.

5. The Board hereby authorizes and directs the Chairman and the Secretary to have the Bonds prepared and executed pursuant to the Trust Agreement, to deliver them to the Trustee for authentication, and to cause the Bonds so executed and authenticated to be delivered to or for the account of the Underwriters upon payment of the purchase price to be determined by the Chairman.

6. The Board hereby authorizes and directs the Chairman to execute the Bond Purchase Agreement, the Trust Agreement, the Payment Agreement and the Contract. Such documents shall be in substantially the forms presented to this meeting, which are hereby approved, with such completions, omissions, insertions and changes as may be approved by the Chairman, the execution by the Chairman to constitute conclusive evidence of the approval of any such completions, omission, insertions and changes.

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7. The Board hereby authorizes and directs its officers to execute and deliver all certificates, instruments and documents and to take all such further action as they may consider necessary or desirable in connection with the issuance and sale of the Bonds, including (a) execution and delivery of a certificate setting forth the expected use and investment of the proceeds of the Bonds to show that such expected use and investment will not violate the provisions of Section 148 of the Internal Revenue Code of 1986, as amended, and regulations thereunder, applicable to "arbitrage bonds" and (b) providing for the rebate of any "arbitrage profits" earned on investment of proceeds of the bonds to the United States.

8. The officers of the Board are hereby authorized and directed to execute and deliver all documents, certificates and instruments and to take all such further action as they may consider necessary or desirable in connection with the issuance and sale of the Bonds.

9. All other actions of the officers of the Board in conformity with the purposes or intent of this resolution and in furtherance of the issuance and sale of the Bonds are hereby ratified and approved.

10. All resolutions or parts of resolutions in conflict herewith are hereby repealed.

11. This resolution shall take effect immediately.

Motion carried; Mr. Leafe abstaining. Mr. Leafe stated his abstention was based on the fact that his law firm represents several of the Investment Banking Firms in other business propositions.

Mr. Quicke, Chairman of the Internal Audit Committee presented a report on the Committee's meeting of July 20, 1988. On motion of Mr. Quicke, seconded by Mr. Musselwhite, the Board adopted the report, as follows:

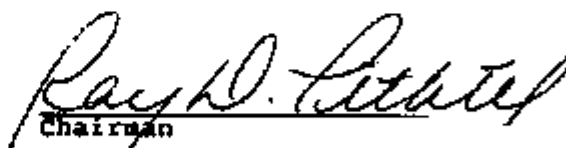
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"The Commonwealth Transportation Board's Internal Audit Committee met on July 20, 1988, with members of the Internal Audit Division. The Committee reviewed the inventory report, with discussion, and accepts as adequate the actions taken, or to be taken on the report. Follow-up information on the Northern Virginia District, Construction Division, Urban Division, Consultant contract procedures, Equipment Division, Bristol District, Accounts Receivable, and Federal aid Billing System Reports was also presented. The Committee accepts those actions where resolution has been made and defers those items where resolution has not been made until further information is available."

The meeting was adjourned at 12:15 p.m.

The next meeting will be held in Richmond on September 15, 1988.

Approved:


Chairman

Attested:


Secretary