

**A G E N D A**

**MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD**

**Richmond, Virginia  
August 16, 1990  
10:00 a.m.**

1. Public Comment
2. Action on Minutes of Meetings of May 17 and June 21, 1990
3. Action on Permits Issued and Canceled from July 1, 1990 to July 31, 1990
4. Action on Additions, Abandonments or Other Changes in the Secondary System from June 21, 1990 to July 18, 1990
5. Action on Discontinuances from the Secondary System: Campbell, Chesterfield, Henry and Lunenburg Counties
6. Action on Systems Changes Affecting State Route 238 and Secondary Routes 637, 638 and 704 - York County
7. Action on Abandonment and Discontinuance in the Primary System: Mecklenburg and Washington Counties
8. Action on Renumbering of the Primary System: State Route 178, Town of Quantock and Accomack County
9. City Street Mileage
10. Action on Bids Received July 24, 1990
11. Through Truck Restrictions: Route 611 (Furnace and Old Colchester Roads) - Fairfax County
12. 1982 Surface Transportation Assistance Act
13. Consultant Agreement: Fairfax County Parkway - Fairfax County  
Proj. R000-029-249, PE105, B621, B631, B632,  
B633, B634, B635, B647, B648, B649, B650  
Supplemental Agreement # 1 for revision in  
scope of services  
T. Y. Lin International

Consultant Agreement: Clermont Interchange - City of Alexandria  
Proj. U000-100-109, PE103  
Supplemental Agreement # 1 for revision in  
scope of services  
Louis Berger and Associates

Consultant Agreement: Route 10 - Chesterfield County  
Proj. 0010-020-118, C501  
Supplemental Agreement # 2 for revision in  
scope of services  
DeLeuw Cather and Company of Virginia

Consultant Agreement: Route 460 - City of Norfolk  
Proj. 7460-122-102, PE101  
7460-122-103, PE101  
Supplemental Agreement # 3 for revision in  
scope of services  
DeLeuw Cather and Company of Virginia

14. Design: Route 207 (Bowling Green Bypass) - Caroline County  
Proj. 6207-016-107, C501  
Fr: 0.55 Mi. N. of N. End of Bridge over the R.F.&P.  
Railroad  
To: 0.51 Mi. N. of S. Route 301

15. Location Route 33 - Town of Louisa - Louisa County  
& Design: Proj. 0033-054-106, PE101, N501  
At Intersection Route 33 and Route 628  
  
Proj. 0033-054-107, PE101, N501  
At Intersection Route 208

Location Route 95 - Prince William County  
& Design: Proj. 0095-076-114, C506, B647  
Fed. Proj. IR-95-2(274)156  
Horner Road/Interstate Route 95 Interchange

Location Route 120 (North Glebe Road) - Arlington County  
& Design: Proj. 0120-000-115, C501  
Fr: I-66  
To: N. Henderson Road

Location Route 630 (Jefferson Park Road) - Prince George County  
& Design: Proj. 0630-074-176, C501  
Fr: 0.72 Mi. S. of Intersection Route 36  
To: 0.08 Mi. S. of Intersection Route 36

Location Route 631 (Old Lynchburg Road/Stagecoach Road) -  
& Design: Albemarle County  
Proj. 0631-002-224,C502  
Fr: 1.35 Mi. S. of Intersection I-64  
To: 0.14 Mi. S. of Intersection I-64

Location Route 665 (Fox Mill Road) - Fairfax County  
& Design: Proj. 0665-029-310,C501  
Fr: 0.04 Mi. N.W. of Intersection Route 6300  
(Westwood Hills Drive)  
To: 0.09 Mi. N.W. OF Intersection Route 5640  
(Folkstone Drive)

16. Conveyances: Routes 19 - Russell County  
Route Alt. 58 - Wise County  
Route 633 - King and Queen County  
Dodson and Walnut Streets - City of Norfolk
17. Industrial Access: Lee County  
Proj. 0638-052-217,N501  
DeRoyal Industries, Inc.  
  
Industrial Access: Hanover County  
(Deallocation) Proj. 9999-166-268,M501  
ClarCor Precision Products Group
18. Recreational Access: Chesterfield County  
Proj. 0836-020-269,M501  
Henricus Park
19. Rail Corridor Program: Eastern Shore Railroad, Inc.
20. New Business
21. Adjourn

MINUTES  
OF  
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Richmond, Virginia

August 16, 1990

The monthly meeting of the Commonwealth Transportation Board was held in the Board Room of the Department of Transportation at 1401 E. Broad Street, Richmond, Virginia on August 16, 1990 at 10:00 a.m. The Chairman, Mr. John G. Milliken, presided.

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

During the Public Comment period, Mr. Pethtel recognized the winners of the 1990 high school transportation essay contest co-sponsored by the American Association of State Highway and Transportation Officials and the Department. The theme for this year's contest was "Tomorrow's Transportation--Key to America's Future" and students statewide in the 11th and 12th grades were invited to participate. Donna Wray Ragsdale who graduated from Chatham High School this past spring, was the first place winner and Brian Lee Christopher of Northumberland High School in Heathsville, was the second place winner, but could not attend the meeting. Steve Gresko of Lynchburg, our third place winner, is a rising senior at Heritage High School.

On motion of Mr. Smalley, seconded by Dr. Thomas, the minutes of the meetings of May 17 and June 21, 1990 were approved.

On motion of Dr. Thomas, seconded by Mr. Wells, permits issued and canceled from July 1, 1990 through July 31, 1990, inclusive, as shown by the records of the Department, were approved.

8/16/90

Moved by Dr. Thomas, seconded by Mr. Wells, that the Board approve additions and abandonments to the Secondary System from June 21, 1990 to July 18, 1990, inclusive, as shown by the records of the Department.

Motion carried.

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

WHEREAS, by proper resolution, the Board of Supervisors of Campbell, Chesterfield, Henry and Lunenburg Counties have requested that certain roads which no longer serve as public necessities 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.

Campbell County - Route 646 - from Station 0 + 70 to Station 5 + 00; From Station 12 + 00 to Station 34 + 00; From Station 59 + 00 to Station 68 + 58; From Station 68 + 58 to Station 75 + 25.30; from Station 77 + 30 to Station 82 + 14.77; From Station 82 + 14.77 to Station 95 + 00.

1.13 Mi.

Chesterfield County - Route 653 - From Station 81 + 00 to Station 104 + 98.32.

0.45 Mi.

Chesterfield County - Route 754 - Section 2 of old location Route 754.

0.07 Mi.

Chesterfield County - Route 1757 - From Route 686 to 0.04 mile North Route 686.

0.04 Mi.

8/16/90

Henry County - Route 606 - From Station 11 + 45 to Station 16 + 50; From Station 47 + 00 to Station 52 + 40.

0.20 Mi.

Henry County - Route 609 - From Station 42 + 60 to Station 43 + 64.

0.02 Mi.

Henry County - Route 650 - From Station 143 + 00 to 0.02 mile North Station 143 + 00.

0.02 Mi.

Henry County - Route 798 - From Station 11 + 45 to Station 16 + 60; From Station 47 + 00 to Station 52 + 40.

0.03 Mi.

Lunenburg County - Route 637 - From Station 16 + 00 to Station 23 + 00; From Station 229 + 00 to Station 234 + 00.

0.22 Mi.

Motion carried.

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

WHEREAS, the Board of Supervisors of York County, requested the transfer of that portion of Secondary Routes 637, 638 and 704, between State Route 238 east of Yorktown and State Route 238 west of Yorktown, to the Primary System of Highways, and

WHEREAS, the Department's Engineers have determined that proposed location meets the requirements necessary for inclusion into the Primary System of Highways; and

WHEREAS, the Departments' Engineers have also determined that the present location of State Route 238, between Secondary Route 704 east of Yorktown and Secondary Route 638 west of Yorktown, be transferred to the Secondary System.

8/16/90

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board in accordance with authority entrusted under Section 33.1-34 of the Code of Virginia, as amended, does hereby declare that portion of Secondary Routes 637, 638 and 704, as herein described, be transferred to the Primary System of Highways as State Route 238; and

BE IT FURTHER RESOLVED, that in accordance with Section 33.1-35 of the Code of Virginia, as amended, the Commonwealth Transportation Board does hereby declare that a section of State Route 238, as herein described, be transferred to the Secondary System as Route 1020.

Motion carried.

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

WHEREAS, Old Route 1 in Mecklenburg County has been altered and reconstructed as shown on plans for Project 178; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.25 mile of Old Route 1, designated as Section 1 on the plat dated June 21, 1990, Project 178 be abandoned as a part of the State Highway System.

Motion carried.

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

WHEREAS, Old Route 75 in Washington County has been altered and reconstructed; and

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

8/16/90

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.22 mile of Old Route 75, designated as Section 1 on the plat dated July 18, 1990, be discontinued as a part of the State Highway System.

Motion carried.

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

WHEREAS, the Town Council of Onancock at its meeting on the 23rd day of April, did adopt a resolution agreeing to the renumbering of two sections of State Route 178; and

WHEREAS, the Accomack County officials concurred on the 14th day of June, in the renumbering of these sections of State Route 178; and

WHEREAS, the renumbering of two sections of State Route 178 has been recommended by the Department's Engineers;

NOW, THEREFORE, BE IT RESOLVED, that one section of State Route 178 in the Town of Onancock, between Secondary Route T-1023 and existing State Route 179, be renumbered State Route 179; and

BE IT FURTHER RESOLVED, that another section of State Route 178 in the Onancock area, between State Route 179 in the Town of Onancock and U. S. Route 13 Business and State Route 316 at Tasley, be renumbered State Route 126.

Motion carried.

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

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

WHEREAS, certain Principal-Minor Arterial Roads, Collector Roads and Local Streets within the Corporate Limits of the City of Chesapeake are eligible for such payment; and



8/16/90

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Chesapeake, for maintenance payments on Minor Arterial Roads and Local Streets meeting the required criteria and the deletion of maintenance payments on Collector Roads due to state functional classification changes;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Chesapeake for Local Streets be increased by 27.20 centerline miles and Minor Arterial Roads be increased by 1.34 centerline miles which includes 1.24 centerline miles transferred from Collector Roads to Minor Arterial Roads due to state functional classification changes as described on tabulation sheets numbered 1 through 25 for the City of Chesapeake dated May 9, 1990.

The tabulation sheets are on file in the Department's Urban Division.

The Minor Arterial Road additions including 1.24 miles of transferred Collector Roads totaling 1.34 miles increases the total mileage to 83.04 centerline miles of approved roads subject to maintenance payments.

The Collector Road deletions totaling 1.24 miles decreases the total mileage to 90.54 centerline miles of approved roads subject to maintenance payments.

The Local Street additions totaling 27.20 miles increases the total mileage to 561.44 centerline miles of approved streets subject to maintenance payments.

Motion carried.

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

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

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

8/16/90

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Danville, for Local Streets be increased by 0.64 centerline mile. This increase is a result of additions of Local Streets as described on tabulation sheet number 1 for the City of Danville dated June 22, 1990.

The tabulation sheet is on file in the Department's Urban Division.

The Local Street additions totaling 0.64 mile increases the total mileage to 173.12 centerline miles of approved streets subject to maintenance payments.

Motion carried.

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Radford, for Local Streets be increased by 0.66 centerline miles. This increase is a result of additions of Local Streets as described on tabulation sheet number 1 for the City of Radford dated June 25, 1990.

The tabulation sheet is on file in the Department's Urban Division.

8/16/90

The Local Street additions totaling 0.66 mile increases the total mileage to 47.52 centerline miles of approved streets subject to maintenance payments.

Motion carried.

Moved by Dr. Howlette, seconded by Mr. Davies, that the Board approve the bids received July 24, 1990 listed for award on the attached sheets numbered 7A through 7N and authorize execution of contracts by the Deputy Commissioner or Chief Engineer, and approve rejection of those bids listed for rejection and authorize readvertisement.

Motion carried.

BIDS RECEIVED JULY 24, 1990

JOB NO.	DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
INTERSTATE PROJECTS								
1	1419	90F419U1 29-095-2153,5801	395	Rta. 395 SBL & NBL over Southern RR Fairfax County Br. Repr. - Abut. Guts, Bentings, and Cass. T-beam Repair	RAAB	CENTURY CONCRETE SERVICES, INC. VIRGINIA BEACH, VA	3	\$126,530.00
2	1456	90F456T7 29-095-2190,5801	95	Van Dera Ramps B & C over Rta. 95/495 Fairfax County Br. Repr. - Structural Steel	RAAB	SHIRLEY CONTRACTING CORP. Lorton, VA	2	\$199,000.00
3	1507	90F507S0 0401-060-2011,5801	61 NBL	1.77 Mi. N. Int. Rta. 11 Rta. 61 over Rta. 690 Swth County Br. Repr. & Latex Conc. Overlay, Centerspon Superstr. Replacement	RAAB	CLECO CORPORATION SAUNDERS CREEK, VA	4	\$204,526.90
4	1508	90F508S0 0401-060-2002,5801; 0401-060-2003,5801	1-61	4.1 Mi. N. Rta. 6 Montgomery County Br. Deck Repr.	RAAB	CLECO CORPORATION SAUNDERS CREEK, VA	4	\$351,937.20

8A

BIIDS RECEIVED JULY 24, 1950

JOB. NOS. CONTRACT	PROJECT NUMBER	STE. NO.	LOCATION & MARK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
<b>INTERSTATE PROJECTS</b>							
5 1507	90F50716 0055-028-2074, 5801	95	Rtn. 95 over Clement St. Fairfax County Prestressed I-beam Replacement	AWARD	D. M. MILLER, INC. HUNTINGDON, PA	3	\$62,235.00
6 1516	90F51675 P-74-90	64	Rtn. 64 over CDS Rwy. & Rivanna Rv. Albemarle County Replint Exist. Strs.	REJECT	BOUSSOS PAVEMENT CO., INC. WHITE MESS, MD	6	\$536,950.00
7 1574	90F57465 0061-098-2080, 5902; 0061-098-2081, 5902	81	Rtn. 81 (NB & SB) over River Cr. by the County Replace Parapet	REJECT	CLEO CORPORATION SHADDS CREEK, VA	5	\$353,838.00
1 1592	90F59263 PA-61-90	1	From: 0.03 Mi. I-95 Northbound Overpass To: 0.25 Mi. N. Rte. 611 Fairfax County Conc. Pave. Repra. with Conc. Conc. & Asphalt Conc. & Asphalt Conc. Overlays	AWARD	SHURLEY CONTRACTING CORP. LORTON, VA	5	\$932,900.00
<b>PRIMARY PROJECTS</b>							

CB

BIDS RECEIVED JULY 24, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	ROUTE NO.	LOCATION A WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOB BID
PRIMARY PROJECTS							
2 151-900	90015166 0003-051-114,CS01	3	From: 0.156 Mi. S. of BEL Whitestone To: SOL Williamsport Lancaster County Grades, Drains, Insects., Asphalt Conc. Pave. & Remov. of Bldgs.	AWARD	S. M. ROGERS COMPANY, INC. GAINESVILLE, VA	3	\$2,917,805.90
3 154-900	90015463 0164-061-102,SS01	164	From: 1.112 Mi. W. Rte. 664 To: 1.305 Mi. W. Rte. 664 City of Suffolk Traffic Signs & Roadway Lighting	AWARD	NORTH LANDING LINE CONSTR. CO. CHESAPEAKE, VA	5	\$356,125.80
4 1420	90F42870 JP-48-90	50	From: Millifan CL (N.P. 42,03) To: Int. Rte. 49 (N.P. 3588) Necklesburg County Jacked Pipe & Misc. Cons. Repre.	AWARD	MILKINS CONSTRUCTION CO., INC. POMERST, VA	3	\$162,140.00
5 1569	90F58552 0037-061-104,NS01	337	From: 0.186 Mi. N. Int. Rte. 626 To: 0.120 Mi. E. Int. Rte. 626 City of Suffolk Grades, Drain, Stabilize & Asphalt Top	AWARD	RYAN CONST. CO., INC. SUFFOLK, VA	7	\$68,053.75

BIDS RECEIVED JULY 24, 1990

JOB NO.	RES. CONTRACT NO.	PROJECT NUMBER	RTG. NO.	LOCATION & WORK TYPE	RECOMMENDATION	CONTRACTOR	NO. OF BIDS	LOW BID
6	1573	90F57356 56-2-90	33	<p>PRIMARY PROJECTS</p> <p>From: 0.3 Mi. E. Rte. 3 To: 0.37 Mi. E. Rte. 641 Middlesex County Slurry Seal</p>	AWARD	GENERAL PAINTING CORP. NEWBERRY, VA	1	\$59,321.29
7	1577	90F57352 0659-070-117, 1032	58	<p>From: 0.25 Mi. W. Rte. 806 To: Rte. 977 W. Int. Patrick County Asphalt Base &amp; Asphalt Top</p>	AWARD	APAC-UTILITIES, INC. DANVILLE, VA	3	\$102,994.00
4	1575	90F57350 0061-410-1026, 5809; 0061-410-1027, 5800; 0061-410-1028, 5830; 0015-052-1923, 5801	61 4 19	<p>Various Locations Blind &amp; Insewell Co's. Separate. Replacement &amp; Repra.</p>	AWARD	NEW RIVER BRIDGE CO. FOLKERT, VA	6	\$588,590.25
5	1580	90F58057 0031-050-701, 8500	31	<p>Rte. 31 at Scotland Ward Serry County Approach Br. Replacement</p>	AWARD	T. A. LOWING CO. GOLDSBORO, NC	3	\$545,484.50

BIOS RECEIVED JULY 24, 1960

JOB. DES. CONTRACT	PROJECT NUMBER	RTG. NO.	LOCATION & WORK TYPE	REQUIREMENT	CONTRACTOR	NO. OF BIDS	LOW BID
PRIMARY PROJECTS							
10 1368	90738653 0011-085-101A,5801; 0011-085-101L,5804	11	Rta. 11 over Hill Cr. - 0.12 Mi. S. Rta. 253 Rte. 11 over H.F. Shumardish Br. - 0.3 Mi. S. Int. Rte. 743 Shenandoah County Substr. Repr., Jr. Best Repr. & Latex Cons. Overlay	MAR60	LANFORD BROTHERS CO., INC. ROANOKE, VA	5	\$227,222.00
11 06-908	90066504 0106-074-503,1601 HES-1536(104)	146	Int. Rte. 634 Prince George County Asphalt Cons. Base Course & Asphalt Top	REJECT	B. P. SMOY & SON PAVING CO., INC. PETERSBURG, VA	1	\$91,143.50
12 157-304	90015700 0123-075-109,1502	123	From: 0.133 Mi. S. Int. Jerrils Reach Rd. (Rte. 748) To: 0.061 Mi. N. Int. Davis Ford Rd. (Rte. 644) Prince William County Asphalt Cons. Pave., Grading, Drainage, Signals, Pave. Mark. & Joints.	REJECT	WILLIAM A. HAZEL, INC. CHARLITLY, VA	6	\$436,875.25



BIDS RECEIVED JULY 24, 1959

JOB DES. CONTACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
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PRIMARY PROJECTS

13 1572	90F57257 0444-134-100.N501	44	On-ramp at Lynnhaven Pkwy. to EB Rte. 44 City of Virginia Beach Additional Toll Lane	REJECT	CENTURY CONCRETE SERVICES, INC. VIRGINIA BEACH, VA	4	\$97,853.00
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14 1580	90F59055 0058-035-7142-431	58	From: 0.165 Mi. S. Int. Rte. 1201 To: 0.01 Mi. S. Int. Rte. 1201 Washington County Slide Correction	REJECT	ALL BIDS REJECTED - REVISIONS NOT ISSUED TO ALL BIDDERS		
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SECONDARY PROJECTS

1 09-508	5008581 0754-017-218.N501	754	From: Rtn. 580 To: Rtn. 1450 Tazewell County Aggr. Base Course & Asphalt S.T.	AWARD	HUSH & ASSOCIATES, INC. MYTHEVILLE, VA	2	\$68,000.00
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BIDS RECEIVED JULY 24, 1950

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & MARK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
SECONDARY PROJECTS							
2 144-306 90014486	0681-004-133,16501	680	From: 0.027 Mi. S. Rte. 656 To: 1.129 Mi. N. Rte. 656 Amelia County Grades, Drains, & Asphalt Conc. Pave.	AWARD	SOUTHWOOD BUILDERS, INC. BURLING, VA	7	\$405,598.43
3 145-388 90014585	6643-006-140,1502, 1616 66-RR-515-046(102)	643	Brinsage Str. & Approaches over North Fork Falling Br. Appomattox County Grades, Drains, Asphalt S.T. Pave. & Drainage Str.	AWARD	C. W. WHITE CONSTR. CO., INC. APPOMATTOX, VA	5	\$147,403.85
4 145-388 90014584	0903-012-225,8501	903	From: 1.75 Mi. N. Cann. Rte. 660 To: 0.23 Mi. E. Cann. Rte. 660 Brunswick County Grades, Asphalt S.T. Pave. & Inside.	AWARD	BISHOP & SETTLE CONSTR. CO., INC. ALBERTA, VA	6	\$343,389.56
5 147-308 90014783	0650-013-456,8656	650	From: 0.41 Mi. N. Rte. 651 To: 0.51 Mi. N. Rte. 651 Buchanan County Bridge & Approaches over Lester Fork	AWARD	PATRICK CONSTR., INC. ST. PAUL, VA	5	\$58,829.50

BIERS RECEIVED JULY 24, 1950

JOB DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
			WORK TYPE				
SECONDARY PROJECTS							
6	140-300 90014902	650	From: 1.3 Mi. E. Rte. 655 To: 1.698 Mi. E. Rte. 655 Campbell County Grade, Asphalt S.T. Pave., Incidn. & Dr.	AWARD	BURLING CONSTRUCTION CO., INC. CONCORD, VA	7	\$551,632.25
7	150-300 90015007	647	From: 0.005 Mi. E. Rte. 522 To: 0.388 Mi. E. Rte. 522 Calipatria County Grading, Drainage, Asphalt Cons. Pave. & Dr.	AWARD	B.L.B. INC. MILLSVILLE, VA	10	\$345,250.37
8	152-300 90015205	611	From: 2.93 Mi. E. Rte. 23 To: Rte. 619 Lee County Grade, Drain., & Asphalt S.T. Pave.	AWARD	W. F. LAMS, INC. BRISTOL, VA	4	\$161,319.50
9	153-300 90015304	753	From: S. 1st. Rte. 609 To: N. 1st. Rte. 609 Hicklenburg County Grade, Asphalt S.T. Pave., Drainage & Reloc. Cann. Rte. 689	AWARD	KEY CONSTR. CO., INC. CLARKSVILLE, VA	7	\$546,397.75

GH

BIDS RECEIVED JULY 24, 1990

AD. RES. CONTRACT	PROJECT NUMBER	ATE. NO.	LOCATION I WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
10 153-304	90015502 0627-053-P27, 8503	627	From: 0.564 Mi. N. Rte. 60 To: 1.667 Mi. N. Rte. 60 New Kent County Grades, Drains, Asphalt S.T. & Incls.	AWARD	SOUTHWOOD BUILDERS, INC. REHLAND, VA	7	\$237,303.00
SECONDARY PROJECTS							
11 153-304	90015509 0611-076-246, C501, 5632 06-2R-246-076(106)	611	From: 0.172 Mi. S. Cedar Run To: 0.15 Mi. N. Cedar Run Prince William County Grades, Incls., Asphalt Conc. Pave. & Dr.	AWARD	PRINCE WILLIAM CONSTR. CO. MANASSAS, VA	10	\$641,625.95
12 153-304	90015508 0610-076-266, C502, C503	640	From: 0.004 Mi. W. Int. Rte. 2305 To: 0.094 Mi. E. Int. Rte. 639 Prince William County Grades, Drains, Asphalt Conc. Pave., Incls., Utilities & Signals	AWARD	PRINCE WILLIAM CONSTR. CO. MANASSAS, VA	8	\$3,997,353.13
13 153-304	90015502 0610-077-134, 152A5, 0633	610	From: 0.036 Mi. W. Int. Rte. 717 To: 0.092 Mi. E. Int. Rte. 717 Bice County Grades, Drains, Asphalt Conc. Pave. & Drainage Str.	AWARD	FORT CHESMELL CONSTR. CORP. NEW MEXICO, NM	5	\$154,819.16

BIDS RECEIVED JULY 24, 1950

JOB. NO.	CONTRACT NO.	PROJECT NUMBER	ROUTE NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
SECONDARY PROJECTS								
14	1508	50F56353 0646-046-203, MS01	646	From: Int. Rte. 649 To: Int. Rte. 644 Isle of Wight County Grade, Drain & Stabilize	AWARD	THE BLAIR BROTHERS, INC. SUFFOLK, VA	12	\$156,372.00
15	1570	50F57059 0642-065-707, MS01	642	From: Rte. 653 To: 0.77 Mi. N. Rte. 653 Shenandoah County Grade, Drain, Stabilize & Cold Mix Asphalt	AWARD	R. W. HARRIS EXCAVATIONS, INC. MADISON HEIGHTS, VA	6	\$226,940.50
16	1582	50F58255 0601-071-710, MS01	601	From: Int. Rte. 642 To: 0.9 Mi. S. Int. Rte. 642 Pittsylvania County Grading, Drain, Stabilize & Asphalt S.T.	AWARD	W. FRANK MOORE, INC. VERONA, VA	13	\$143,029.92
17	1583	50F58354 0726-028-735, MS01	726	From: Rte. 615 To: End of State Maintenance (0.84 Mi.) Essex County Recondition Existing Unsurfaced Hwy. (0.84 Mi.)	AWARD	J. A. RECK CONSTR. CO. FARMING, VA	4	\$63,186.25

BIDS RECEIVED JULY 24, 1990

JOB NO.	CONTRACT	PROJECT NUMBER	QTY. HA.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID	
				WORK TYPE					
SECURITY PROJECTS									
19	77-908	90007785	0529	From: 1.021 Mi. E. Int. Rte. 600 To: 0.79 Mi. E. Int. Rte. 600 Apogee County Asphalt Conc. Base Course, Asphalt Top & Drainage Str.	REJECT	M.B., INC. HILLSVILLE, WA	2	\$276,390.00	
19	143-908	90016387	660	From: 0.123 Mi. S. South Fork Rivauna Rv. To: 0.188 Mi. N. South Fork Rivauna Rv. Albemarle County Grading, Drainage, Asphalt Conc. Pave. & Dr.	REJECT	ASSOCIATED WATSON, INC HIGHLAND, VA	3	\$1,594,688.89	
OR									
20	168-908	90016095	658	From: Rte. 19 To: 0.45 Mi. N. Rte. 19 Russell County Grade, Drain. & Asphalt Conc. Pave.	REJECT	WHYMEAD, INC. MOUNTAIN CITY, TN	3	\$129,957.46	
21	161-908	90016184	641	From: 1.25 Mi. N. Rte. 642 To: 1.25 Mi. N. Rte. 642 Sussex County Grading, Aggr. Base & Dr.	REJECT	SANFORD CONSTR. CO. SANFORD, NC	4	\$128,722.50	

BIDS RECEIVED JULY 24, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
			WORK TYPE				
<b>SECONDARY PROJECTS</b>							
22 1531	90F59154 0615-023-7171-431	619	From: 0.49 Mi. N. Rta. 793 To: 0.41 Mi. N. Rta. 793 Dickenson County Slide Correction	REJECT	J & J CONTRACTORS, INC. UNASHANT, VA	4	\$87,166.64
<b>MISCELLANEOUS PROJECTS</b>							
1 1569	90F54987 38-40-50	Var.	Various Locations Richmond District Sewer Repr.	AWARD	BERRY CONTRACTING, INC. TORRES, VA	6	\$94,115.00
2 1571	90F57158 85F-1-90-534	Var.	Various Locations Russell County Surface Treatment & Plant Mix	AWARD	B & B CONSTRUCTION COMPANY CHILHENTE, VA	4	\$74,675.20
3 1575	90F57554 PCR-76-96	Var.	Various Locations Albemarle & Greene Co's. Pipe Culvert Rehabilitation (Inversion Pipe Liner)	AWARD	INGLISFORTH ERST, INC. & SUBS. LORDSBURG, MD	1	\$388,973.00

BIDS RECEIVED JULY 24, 1980

JOB. DES. CONTRACT	PROJECT NUMBER	ATE. HL.	LOCATION	RECOMMEND	CONTRACTOR	HL. OF BIDS	LOW BID
			WORK TYPE				
<u>MISCELLANEOUS PROJECTS</u>							
4	1576 90F57653 SCS-4-50	Var.	Tetopotamy Substation Hanover County Sidewalk, Curb & Gutter Schedule, Replace Drain Inlet	AWARD	HANDER CONCRETE CORP. MECHANICSVILLE, VA	7	\$29,210.00
5	1570 90F57651 PRND-90-101, NS03	Var.	Various Locations London & Prince William Co's. Pave, Marker Installation	AWARD	IMPSCO CORP. COLUMBUS, OH	3	\$283,117.50
OR							
6	1584 90F58196 GR-2-90	Var.	Various Locations Solom District Guardrail Maintenance	AWARD	BURRO RAIL OF ROANOKE, INC. ROANOKE, VA	5	\$427,455.00
7	1584 90F58453 CST-10-90-526	Var.	Various Locations Dickenson County Plant Site Overlay	AWARD	W-L CONSTR. & PAVING, INC. CHILHOWIE, VA	2	\$119,570.05
8	1585 90F58552 RSF-1-90-522	Var.	Various Locations Tazewell County Grade, Drain, Stabilize & Asphalt S. T.	AWARD	WATNER, INC. MOUNTAIN CITY, TN	3	\$290,026.85



BIDS RECEIVED JULY 24, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION	RECOMMEND	CONTRACTOR	NR. OF BIDS	LOW BID
			ROAD TYPE				

MISCELLANEOUS PROJECTS

3	1586	SUP58651	ER-0-99; 0615-003-109,1501	Var.	Various Locations Staunton District Boardrail Schmale	AWARD	GUARD BAIL, INC. T/A WEBSTER & WEBSTER CO. ROANOKE, VA	5	\$133,770.44
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BIDS RECEIVED JULY 31, 1990

URBAN PROJECTS

1	MI-908	98M09192	0000-118-112,CS01	Var.	Candler Mountain Rd. Interchange at Rte. 460 and University Blvd. City of Lynchburg Grade, Drain, Asphalt Cons. Pave., Incldn. & Signalization	AWARD	ENGLISH CONSTR. CO., INC. ALTIMISTRA, VA	5	\$2,314,127.48
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EMERGENCY CONTRACT JULY 31, 1990

1	E007-90A	90E007A	0100-058-7180,452	100	Rte. 106 over New River Myrtle County Strengthening Pier	AWARD	PENNINGTON CONSTRUCTION CORP. MYRTLEVILLE, VA	1	FORCE ACCOUNT
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8/16/90

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

WHEREAS, in response to a formal request by the Fairfax County Board of Supervisors that Route 611 (Furnace and Old Colchester Roads) between the south intersection of Route 1 (Richmond Highway) and the north intersection of Route 1 (Richmond Highway) be considered for restriction of through truck traffic pursuant to the provisions of Section 46.2-809 (formerly Section 46.1-171.2) of the Code of Virginia, this matter has been carefully reviewed; and

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

WHEREAS, the route in question traverses a predominantly non-commercial area; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that Route 611 (Furnace and Old Colchester Roads) between the south intersection of Route 1 (Richmond Highway) and the north intersection of Route 1 (Richmond Highway) be restricted to through truck traffic in accordance with Section 46.2-809 of the Code of Virginia.

Motion carried.

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

WHEREAS, by resolution dated May 17, 1984, this Board (formerly Commission) designated a list of qualifying highways for the operation of large trucks under the STAA of 1982; and

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WHEREAS, this same resolution provided that from time to time as appropriate and with due notice, this Board may modify any of the stated provisions and may, as well, add or delete designated and qualifying highways.

NOW, THEREFORE, BE IT RESOLVED, that the following route is designated as a Qualifying Highway for operation of larger trucks under the STAA:

<u>County or City</u>	<u>Route</u>	<u>From</u>	<u>To</u>
Fauquier County	17	Rte. I-66 West Int. (Exit 5)	Rte. 50 (Paris)

Motion carried.

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

WHEREAS, by resolution dated May 17, 1984, this Board (formerly Commission) designated a list of qualifying highways for the operation of large trucks under the STAA of 1982; and

WHEREAS, this same resolution provided that from time to time as appropriate and with due notice, this Board may modify any of the stated provisions and may, as well, add or delete designated and qualifying highways.

NOW, THEREFORE, BE IT RESOLVED, that the following route is designated as a Qualifying Highway for operation of larger trucks under the STAA:

<u>County or City</u>	<u>Route</u>	<u>From</u>	<u>To</u>
Fauquier County	50	Rte. 17 (Paris)	Rte. I-81
Clarke County		Fauquier County	(Exit 80)
Frederick County			City of
City of Winchester			Winchester

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm to T. Y. Lin, International and it has been determined that a

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change in the scope of services is necessary due to refinement of the bridge design concepts during development of the project:

Federal Project: M-5401(172)  
State Project: R000-029-249, PE105 Fairfax County  
B621-Franconia-Springfield Parkway over RF&P RR  
and Future Metro  
B631-Rolling Road over Fairfax County Parkway  
B632,B647-Fairfax County Parkway over Telegraph Road  
B633,B648-Fairfax County Parkway over Cinderbed Road  
B634,B649-Fairfax County Parkway over RF&P RR  
B635,B650-Fairfax County Parkway over Accotink Creek

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$835,306.57.

The Supplemental Agreement No. 1 adds the amount of \$131,110.65 for services and expenses plus a net fee of \$15,733.28 for work beyond the original scope of work. The Supplemental Agreement No. 1 removes \$119,538.09 for services and expenses and a net fee of \$10,615.57 for work in the scope of the original agreement. The net increase for this supplement is \$16,690.27. The total maximum compensation of the agreement including this and all prior supplements is now \$851,996.84.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of agreement with the firm of Louis Berger and Associates, and it has been determined that a change in the scope of services is necessary to complete the environmental analysis of the project corridor for Project U000-100-109, PE103.

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$636,798.88.

This Supplemental Agreement No. 1 is in the amount of \$14,728.00 for services and expenses plus a net fee of \$1,692.00 making the total for this supplement \$16,420.00. The total maximum compensation of the agreement including this and all prior supplements is now \$653,218.88.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of DeLeuw, Cather and Company of Virginia, and it has been determined that additional services are necessary to provide additional design efforts for signal plans, archaeological survey, structural plans, separate contract plans for Route 1/301 intersection and to provide photo renderings for public hearing display on Project 0010-020-118,C-501 in the County of Chesterfield, from 0.585 Mi. W. W. Int. Route 144 (Harrowgate) to Route 1 and 301; and

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

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 \$931,836.00.

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This Supplemental Agreement No. 2 is in the amount of \$52,394.00 for services and expenses plus a net fee of \$4,407.00 making the total for this supplement \$56,801.00. The total maximum compensation of the agreement including this and all prior supplements is now \$988,637.00.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of DeLeuw Cather and Company of Virginia, and it has been determined that a change in the scope of services is necessary to complete the environmental analysis of the project corridor for project 7460-122-102, PE101/7460-122-103, PE101.

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and is outlined in this Supplemental Agreement No. 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 \$1,219,361.00.

This Supplemental Agreement No. 3 is in the amount of \$252,653.00 for services and expenses plus a net fee of \$22,614.00 making the total for this supplement \$275,267.00. The total maximum compensation of the agreement including this and all prior supplements is now \$1,494,628.00.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in the Bowling Green Elementary School, on January 8, 1990, at 7:00 p.m. for the purpose of considering the proposed design of Route 207 (Bowling Green Bypass) from 0.55 mile north of

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the north end of the bridge over the R.F.&P. Railroad to 0.51 mile north of Route 2/301 (south of Bowling Green) in Caroline County, State Project 6207-016-107, C-501; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the major design features of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's Engineers with provisions to modify existing Route 301 (northeast of Bowling Green) to direct southbound traffic onto the bypass and retain the existing ramp for southbound traffic exiting the bypass at Route 2/301 (south of Bowling Green); and

BE IT FURTHER RESOLVED, that in accordance with the 1950 Code of Virginia, as amended, this 1.4 mile segment of the Bowling Green Bypass be added to the Primary System of Highways and designated Virginia Route 207.

Motion carried.

Moved by Dr. Howlette, seconded by Mr. Bacon, 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 Louisa General Court in the Town of Louisa on February 26, 1990, at 7:30 p.m. for the purpose of considering the proposed location and major design features of two intersections (Route 628 and Route 208) on Route 33-Main Street in the Town of Louisa, State Project 0033-054-106, N-501; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with provisions to modify the alignment on Route 628 to connect to Route 33 at 90 degrees.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Woodbridge Middle School, Woodbridge, Virginia, on June 20, 1990, at 7:30 p.m. for the purpose of considering the proposed location and major design features of the Prince William Parkway (Horner Road) interchange with I-95 from 0.528 mile south of the intersection of Prince William Parkway to 0.514 mile north of the intersection of Prince William Parkway in Prince William County, State Project 0095-076-114, C506; County Project 91-B-05; Federal Project IR-95-2(274)156; and

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

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



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

Motion carried.

Moved by Dr. Howlette, seconded by Mr. Bacon, 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 Washington Lee High School Cafeteria, 1300 North Quency Street, on April 5, 1990, at 7:30 p.m. for the purpose of considering the proposed location and major design features of Route 120 (North Glebe Road) from Route I-66 to North Henderson Road in Arlington County, State Project 0120-000-115, C501; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with provisions in the final design for minor adjustment to the intersection geometrics to minimize impacts to abutting properties.

Motion carried.

Moved by Dr. Howlette, seconded by Mr. Bacon, 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 Jefferson Park

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Road Fire Station on December 14, 1989, at 7:30 p.m. for the purpose of considering the proposed location and major design features of Route 530 (Jefferson Park Road) from 0.72 mile south of Route 36 to 0.08 mile south of Route 36 in Prince George County, State Project 0630-074-176, C-501; and

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

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

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

Motion carried.

Moved by Dr. Howlette, seconded by Mr. Bacon, 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 Albemarle County Office Building, Albemarle County, on March 8, 1990, at 7:30 p.m. for the purpose of considering the proposed location and major design features of Route 631 from 1.35 miles south of I-64 to 0.14 mile south of I-64 in Albemarle County, State Project 0631-002-224, C502; Federal Project M-5104; 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

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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 Alternative A of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with the following modifications: provide left turns at all crossovers, delete the raised median at Pinehurst Court and provide a flush painted median, and provide concrete sidewalks in the urban design area and asphalt sidewalks in the rural design area at county cost.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Crossfield Elementary School, Fairfax County, on January 31, 1990, at 7:30 p.m. for the purpose of considering the proposed location and major design features of Route 665 from 0.04 mile northwest of the intersection of Route 6300 (Westwood Hills Drive) to 0.09 mile northwest of the intersection of Route 5640 (Folkstone Drive) in Fairfax County, State Project 0665-029-310, C-501; and

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

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

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NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with the following modifications: reduce the project limits to include only that work required to replace the existing structure; reduce the vertical clearance at the proposed structure to the minimum necessary to meet hydraulic requirements; and improve the existing trail with an at-grade crossing at Little Difficult Run.

Motion carried.

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Moved by Mr. Musselwhite, seconded by Dr. Thomas

that

WHEREAS, in connection with Route 19, State Highway Project 6019-083-105, RW-201, the Commonwealth acquired certain lands from Helen Hughes and Dallas L. Hughes by deed dated October 17, 1972, recorded in Deed Book 237, Page 200; in connection with State Highway Project 1141-A, the Commonwealth acquired lands from A. C. Thomas, et al, by deed dated May 17, 1938, recorded in Deed Book 95, Page 209; J. H. Bundy and Mary R. Bundy by deed dated May 12, 1938, recorded in Deed Book 95, Page 198; N. F. Castle and Cora Castle by deed dated May 12, 1938, recorded in Deed Book 95, Page 488; and in connection with Route 660, from Alfred L. Garrett, et al, by Omnibus Deed dated July 7, 1966, recorded in Deed Book 201, Page 46. These deeds are recorded in the Office of the Clerk of the Circuit Court of Russell County; and

WHEREAS, under Project 6019-083-105, RW-201, Route 660 was relocated and the new location serves the same citizens as the old location; and

WHEREAS, old Route 660 was abandoned by the Board of Supervisors of Russell County in a resolution dated February 2, 1976 and approved effective March 5, 1976; and

WHEREAS, in order to develop the adjacent property, the adjacent landowner has requested that the excess land, so acquired, be conveyed to him; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.78 acre, more or less, and lying west of and adjacent to the west normal right of way limits of Route 19, from a point approximately 55 feet opposite approximate Station 303+10 (Route 19 centerline) to a point approximately 80 feet opposite approximate Station 306+60 (Route 19 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 Sections 33.1-149 and 33.1-154 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed, without warranty, conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

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Moved by Mr. Musselwhite, seconded by Dr. Thomas

that

WHEREAS, in connection with Route Alt. 58, State Highway Project 7058-097-104, the Commonwealth acquired certain lands from Fred T. Moore and Virginia Moore by deed dated December 2, 1958, recorded in Deed Book 347, Page 218 in the Office of the Clerk of the Circuit Court of Wise County; and

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

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

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing approximately 0.11 acre, more or less, and lying on the southeast side of and adjacent to the southeast normal right of way limits of Route Alt. 58, from a point approximately 55 feet opposite approximate Station 100+78 (Route Alt. 58 centerline, Project 7058-097-107, RW-201) to a point approximately 65 feet opposite approximate Station 102+30 (Route Alt. 58 centerline, Project 7058-097-107, RW-201) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Musselwhite, seconded by Dr. Thomas

that

WHEREAS, the Commonwealth is the apparent owner of a parcel of land located along Route 633 in King and Queen County; and

WHEREAS, a portion of Route 633 has been altered and reconstructed in a southwesterly direction; and

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WHEREAS, the King and Queen County Board of Supervisors, at its meeting held February 12, 1990, passed a resolution abandoning a portion of Route 633, between Route 634 and Route 636 and confirmed by the Commonwealth Transportation Board, effective March 13, 1990; and

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

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the parcel of land located in King and Queen County shown on a plat entitled "Boundary Survey Apple Tree Church Tract being the lands of Richard C. & Betty H. Gwathmey in the Newtown District, King and Queen County Virginia, D.B. 57, P. 191, prepared by Michael A. Wind, Certified Land Surveyor, P.O. Box 1557 Tappahannock, VA 22560, dated June 2, 1989, Scale 1" = 100' Job No. 21-33 Disk 14-3, Tax Map No. 278-115R-292" containing approximately 0.78 acre, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the Secondary System of State Highways.

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

Motion carried.

Moved by Mr. Musselwhite, seconded by Dr. Thomas

that

WHEREAS, the Commonwealth is the adjoining landowner of Dodson Street and Walnut Street located in the City of Norfolk; and

WHEREAS, the Norfolk City Council at its May 29, 1990 meeting approved an ordinance for the closure of a portion of Dodson and Walnut Streets; and

WHEREAS, in order to more fully develop the adjacent lands, Metro Machine Corp. has requested that the Commonwealth convey any rights or interest to the Corp.; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the portion of Walnut Street containing 4,977 square feet

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and the portion of Dodson Street containing 3,912 square feet do not constitute sections of the public road and are 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 quitclaim deed conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.



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

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

WHEREAS, the Lee County Board of Supervisors has, by resolution, requested Industrial Access Funds to provide adequate access to the facilities of DeRoyal Industries, Inc., located on Route 638 in Lee County, and said improvements to Route 638 are estimated to cost \$254,000; 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 \$110,000 of the 1990-91 Fiscal Year Industrial Access Fund be allocated to provide adequate access to DeRoyal Industries, Inc., in Lee County, Project 0538-052-217, W501, contingent upon

1. All necessary right of way and utility adjustments being provided at no cost to the Industrial Access Fund; and
2. Documentary evidence being submitted that the firm has entered into a firm contract to construct and operate its facilities at the proposed site; and
3. Documentary evidence being submitted by the County that the industry has expended or is under firm contract to expend at least \$1,100,000 for eligible capital outlay; and
4. The Industrial Access Fund providing one-half of eligible project costs for the Route 638 improvement project, not to exceed the amount of Industrial Access Funds authorized to this project; and

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5. All eligible project costs in excess of the amount of Industrial Access Funds authorized to this project and any ineligible costs being provided from Lee County's secondary construction funds

Motion carried.

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

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

WHEREAS, on March 16, 1989 and on May 18, 1989, the Commonwealth Transportation Board allocated a total of \$301,750 from the Industrial Access Fund to provide access to the proposed facilities of CLACOR Precision Products Group, in the Town of Ashland in Hanover County, Project 9999-166-268, M501, subject to certain contingencies; and

WHEREAS, one of the contingencies of this allocation was that the subject industry provide documentation of at least \$3,035,000 in qualified capital outlay to warrant the authorization of this allocation; and

WHEREAS, it has been determined that this industry no longer plans to construct and operate its facilities adjacent to this project; and

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

NOW, THEREFORE, BE IT RESOLVED, that the aforementioned actions of the Commonwealth Transportation Board on March 16, 1989 and May 18, 1989, are hereby rescinded.

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BE IT FURTHER RESOLVED, that the \$301,750 previously allocated to Project 9999-166-268, M501, be returned to the Industrial Access Fund.

Motion carried.

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

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "... in the public interest that access roads and bikeways for public recreational areas and historical sites be provided..." reserves \$3,000,000 from highway funds for such purpose, and further provides that "The Commonwealth Transportation Board, with the concurrence of the director of the Department of Conservation and Recreation, is hereby authorized to make regulations to carry out the provisions of this section..." and

WHEREAS, the Director of the Department of Conservation and Recreation and the Commonwealth Transportation Board have adopted a joint policy to govern the use of Recreational Access Funds pursuant to Section 33.1-223 of the Code of Virginia; and

WHEREAS, the Chesterfield County Board of Supervisors has by resolution requested the use of Recreational Access Funds to construct an access road to Henricus Park, located off Route 615 in Chesterfield County, and the said access is estimated to cost \$164,200; and

WHEREAS, this request has been considered by the Director of the Department of Conservation and Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Director of the Department of Conservation and Recreation has recommended the construction of the aforementioned access road.

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NOW, THEREFORE, BE IT RESOLVED, that \$164,200 from the 1990-91 Fiscal Year Recreational Access Fund be allocated to construct the access road to Henricus Park in Chesterfield County, Project 0836-020-269, M501, 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 county/state agreement between the Virginia Department of Transportation (VDOT) and the Chesterfield County Board of Supervisors (County) to provide for:
  - a. The design, construction, administration, and maintenance of this project; and
  - b. Assurance from the Chesterfield County Board of Supervisors that the County has made provisions to construct the remainder of the access road required for this park, the related parking lot, and proposed park facilities; and
  - c. The County's payment of all ineligible project costs and of any eligible costs in excess of this allocation from sources other than those administered by VDOT; and
3. The Chesterfield County Board of Supervisors officially acknowledging this project's designation as a "Virginia Byway" and pledging to use its good office to reasonably protect the aesthetic and cultural value of this road.

AND FURTHER, the project constructed in accordance with this resolution shall hereafter be known as a "Virginia Byway".

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board considers railways and rail corridors as an important element of the statewide transportation system; and

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WHEREAS, the Accomack-Norhampton Transportation District Commission has, by resolution, requested consideration for funding certain improvement and safety projects for the Eastern Shore Railroad; and

WHEREAS, the repair of the Little Creek Canal Bridge is considered a safety project because the failure to improve the bridge may result in an accident which would create an environmental hazard and may result in the loss of rail service for an extended time; and

WHEREAS, it appears that this request is in accordance with the provisions of the Commonwealth Transportation Board's policy and procedures for the use of funds established by Chapter 972, Item 738G, of the 1990 Acts of Assembly; and

WHEREAS, the Board believes that this project is for the common good of a region of the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED, that the Board believing that this project is for the common good of a region of the Commonwealth hereby approves that \$140,000.00 of the Industrial Access Railroad Track funds to be provided to improve the Little Creek Canal Bridge, located on the Eastern Shore Railroad in Virginia Beach and Norfolk, contingent upon:

1. Execution of an agreement acceptable to the Department
2. All costs above \$140,000.00 or above 70 percent of the total project cost, whichever is less, being borne by the Eastern Shore Railroad, Inc.

Motion carried.

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

WHEREAS, in accordance with the provisions of Section 33.1-46.2 of the Code of Virginia, the Commonwealth Transportation Board may designate one or more lanes of any highway in the Interstate, Primary or Secondary Systems as commuter lanes for the exclusive use of buses and motor vehicles transporting multiple occupants to facilitate the rapid and orderly movement of traffic to and from urban areas during peak periods; and

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WHEREAS, on December 15, 1988, the Commonwealth Transportation Board, in affirmation of its support of an HOV facility in the Dulles Corridor, passed a resolution designating the left lanes of the Dulles Toll Road as exclusive diamond HOV lanes to serve buses, emergency vehicles and high occupancy vehicles carrying three or more persons eastbound from 6:30 a.m. to 9:00 a.m. and westbound from 4:00 p.m. to 6:30 p.m. Monday through Friday, exclusive of holidays; and

WHEREAS, there was concern regarding the safety of these diamond lanes due to possible conflicts with traffic using the existing slip ramps for access to and from the Dulles Airport Access Road; and

WHEREAS, the Board also resolved that the implementation of these exclusive HOV lanes would be deferred until such safety concerns were addressed; and

WHEREAS, the current volume of traffic utilizing the slip ramps is very low; and

WHEREAS, the volume of traffic using the HOV lanes is expected to be high due to the fact that the lanes will be used by both HOV traffic and Dulles Airport traffic preparing to exit at the slip ramps; and

WHEREAS, the Virginia Department of Transportation has since consulted with the Washington Metropolitan Airport Authority, the Washington Metropolitan Area Transit Authority, the Northern Virginia Transportation Commission and the County of Fairfax and has developed a plan to address these safety concerns through the use of flyovers which may be constructed within the next several years; and

WHEREAS, the Virginia Department of Transportation's plan calls for the initial construction of an eastbound flyover ramp to serve Dulles Access road traffic wishing to exit at Route 7; and

WHEREAS, as part of the widening of the Toll Road, the shoulders are being constructed to full depth pavement with emergency pullouts to allow the

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use of the shoulder as a third conventional lane during restricted periods in the event additional conventional capacity is needed;

NOW, THEREFORE, BE IT RESOLVED, that upon completion of the widening project, the median lanes of the Dulles Toll Road will be opened as exclusive diamond HOV lanes to serve buses, emergency vehicles, high occupancy vehicles carrying three or more persons and vehicles destined to or from the Dulles airport eastbound from 6:30 a.m. to 9:00 a.m. and westbound from 4:00 p.m. to 6:30 p.m. Monday through Friday, exclusive of holidays; and

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board directs the Virginia Department of Transportation to immediately initiate the design and construction of an eastbound flyover ramp to serve Dulles Access Road traffic wishing to exit at Route 7 to be opened to traffic concurrent with the opening of the new lanes on the Dulles Toll Road if possible, but no later than six months after the opening of the new lanes; and

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board directs the Virginia Department of Transportation to immediately make this resolution known to the Washington Metropolitan Airport Authority and request their approval for these modifications to the operation of the Dulles Toll Road; and

BE IT FURTHER RESOLVED, that the Virginia Department of Transportation make this resolution known, through a public awareness campaign, throughout the Northern Virginia Construction District.

Motion carried.

A request had been made by the Clarke County Board of Supervisors that the STAA designation of Route 340 in Clarke County be reconsidered. Staff from VDOT and the Attorney General's office reviewed this request and the consensus was that this section of roadway meets current standards. A motion was made by Mr. Smalley, seconded by Mr. Bacon to accept this review.

Motion carried.

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

WHEREAS, Herbert V. Kelly, Sr., has served on  
the Commonwealth Transportation Board since 1986 as  
an urban-at-large member; and

WHEREAS, he has fulfilled his duties with  
exceptional leadership, dedication, perception and  
commitment; and

WHEREAS, his ability to read and digest  
thoroughly a considerable amount of information in a  
limited amount of time proved invaluable; and

WHEREAS, his fine-tooth-comb approach to  
problem-solving led to a clear analysis of important  
and complicated transportation matters; and

WHEREAS, he was a tower of strength whose  
excellent advice on financial and legal matters was  
difficult to top; and

WHEREAS, he was the "chief mogul" of the  
"multi-mogul committee"; and

WHEREAS, he had the respect and admiration of  
his colleagues and the staff at the Virginia  
Department of Transportation; and

WHEREAS, he was committed to building and  
improving the Commonwealth's transportation systems  
to serve the traveling public into the 21st century;

NOW, THEREFORE, BE IT RESOLVED that the members  
of the Commonwealth Transportation Board extend to  
Herbert V. Kelly, Sr., their highest commendation and  
appreciation for his outstanding service and express  
their most heartfelt and lasting friendship.

Motion carried.

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

WHEREAS, H. R. Humphreys, Jr., has served on the  
Commonwealth Transportation Board since 1982,  
representing the Fredericksburg District; and



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WHEREAS, he has fulfilled his duties with exceptional leadership, dedication, perception and commitment; and

WHEREAS, he brought a sense of community to the Board as a former elected official, namely as Mayor of Kilmarnock and as Chairman of the Lancaster County Board of Supervisors; and

WHEREAS, he was able to impart sound business advice in a straightforward, "shoot from the hip" manner that was invaluable to the Board; and

WHEREAS, he had the respect and admiration of his colleagues and the staff at the Virginia Department of Transportation; and

WHEREAS, he was committed to building and improving the Commonwealth's transportation systems to serve the traveling public into the 21st Century;

NOW, THEREFORE, BE IT RESOLVED, that the members of the Commonwealth Transportation Board extend to H. R. Humphreys, Jr., their highest commendation and appreciation for his outstanding service and express their most heartfelt affection and lasting friendship.

Motion carried.

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

WHEREAS, Robert A. Quicke has served on the Commonwealth Transportation Board since 1982 as a rural-at-large member; and

WHEREAS, he has fulfilled his duties with exceptional leadership, dedication, perception and commitment; and

WHEREAS, he was an independent thinker who brought a fresh viewpoint to transportation problems; and

WHEREAS, his integrity and amicability earned him the respect and admiration of the business and transportation communities; and

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WHEREAS, his ability to hit golf balls was matched only by his decisiveness in Board matters and his ability to "milk" vast amounts of information to arrive at solid solutions; and

WHEREAS, he had the respect and admiration of his colleagues and the staff at the Virginia Department of Transportation; and

WHEREAS, he was committed to building and improving the Commonwealth's transportation systems to serve the traveling public into the 21st Century;

NOW, THEREFORE, BE IT RESOLVED, that the members of the Commonwealth Transportation Board extend to Robert A. Quicke their highest commendation and appreciation for his outstanding service and express their most heartfelt and lasting friendship.

Motion carried.

Mr. Waldman, Chairman of the Federal Legislation Committee, presented to the full Board the following draft policy: (Policy Goals for A New National Surface Transportation Act)

**Background:**

Between July 1, 1956 and May 31, 1990 almost \$4.5 billion in federal funds were obligated for the construction and reconstruction of the 1,069 mile Interstate system in the Commonwealth; over \$2 billion in federal funds were used for the construction and reconstruction of other highways and bridges, and the majority of the Metro System serving the Northern Virginia/Washington Metropolitan Area became operational at a total current federal cost of about \$7 billion. Furthermore, the Federal government has been a partner in the recapitalization and revitalization of transit systems throughout the Commonwealth expending \$350 million during this same period.

While federal involvement in transportation system financing in Virginia has been significant, in recent years, the Commonwealth of Virginia, its local governments and the private sector have dramatically increased their investments in transportation while

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federal funding has decreased substantially in recent years. However, Virginia has demonstrated its commitment to providing superior transportation facilities and services through adoption in 1986 of a \$10 billion, ten-year program including new revenue sources for all modes, creation of a multi-modal Transportation Trust Fund, and the implementation of creative financing methods such as special taxing districts, public/private partnerships and private funding for the construction of transportation facilities. Moreover, this November the voters of the Commonwealth will consider approving a new mechanism for transportation financing involving pledge bonds. This year alone the Commonwealth will spend, from all sources, an estimated \$2.1 billion on all modes of transportation, and yet the needs continue to grow. In the past decade, Virginia's population grew 14 percent, but travel in the Commonwealth increased by 50 percent, to more than 57.5 billion miles traveled on its highways and roads.

Now and in the future, Virginia is prepared to meet its transportation responsibilities, but expects the federal government to reassume its traditional role in the historical federal, state and local partnership through the development of a national transportation program. With completion of the adopted Interstate System, we must shape the new national policy that preserves and improves on the investments of the past and meets the priority needs of the future.

In order to fulfill these expectations, we must achieve the following goals in the reauthorization of the federal surface transportation legislation.

**Commonwealth Policy Goals:**

1. Renew and recapitalize the federal, state and local partnership through at least a four year reauthorization of the federal surface transportation program by September 30, 1991.
2. Oppose any use of the Highway Trust Fund revenue sources for deficit reduction, other infrastructure or any non-transportation purposes.

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3. Release to the states the Highway Trust Fund revenues already collected and minimize exemptions and diversions from the Highway Trust Fund.
4. Provide obligation authority for Virginia's estimated \$200 million apportionment balance at the expiration of the current law, in addition to, and not as replacement for, regular apportionments.
5. Provide substantial increases in federal funding for highways and public transportation.
6. Provide for preservation, improvement and capacity expansion of the nation's aging Interstate system and other key national highways through designation of a national highway system with funding levels that provide at least \$400 million per year to the Commonwealth of Virginia for the existing system.
7. Continue separate programs for public transportation and provide increased funding through stable, reliable and predictable revenue sources.
8. Require full apportionment of the Highway Trust Fund revenues to states and designated transit recipients employing use-based allocation processes and reducing the number of program categories.
9. Create a flexible, consolidated highway program for other roads and bridges, a separate flexible program for transit, and provide incentives for increased coordination of all highway programs with other modes.
10. Create greater flexibility for state and local governments to blend revenue sources; establish incentives to employ creative financing techniques; and, provide rewards for use of additional state, local and private resources for transportation purposes. Tolls should be permissible where practical and necessary on new federally assisted projects and on existing facilities, including the Interstate system, for capacity expansion and improvements.

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11. Incorporate and enhance the advance construction and advanced right-of-way acquisition provisions in the new program.
12. Increase federal investment in research and development. Obtain federal involvement in the Commonwealth's development and demonstration of new technologies, such as Intelligent Vehicle Highway Systems (IVHS) and advanced transit technologies.
13. Re-evaluate the relative cost and effectiveness of federal sanctions and mandates which withhold Highway Trust Fund revenues from state and local governments as a punitive means to enforce various federal requirements.

The next regular meeting will be held in the Board Room of the Department of Transportation at 1401 E. Broad Street, Richmond, Virginia on Thursday, September 20, 1990.

The meeting adjourned at 11:28 a.m.

Approved:

  
Chairman

Attested:

  
Secretary