

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Northern Virginia Community College
Annandale Campus
Forum Room
8333 Little River Turnpike
Annandale, Virginia
October 21, 1993
10:00 a.m.

1. Public Comment
2. Action on Minutes of the Meetings of August 19 and September 16, 1993
3. Action on Permits Issued and Canceled from September 1, 1993 through September 30, 1993
4. Action on Additions, Abandonments or Other Changes in the Secondary System from August 27, 1993 to October 1, 1993
5. Action on Discontinuances in the Secondary System: Chesterfield, Frederick, Henry and Lee Counties
6. Action on Bids Received September 29 and October 13, 1993
7. Consultant Agreement: Route 19 - Tazewell County
Proj. 6019-092-F07,C505,B614,B616,B618,
B623
6019-092-F08,C503,B610
Provide construction inspection services
Thompson & Litton, Inc.

Consultant Agreement: Route 58 (Coeburn Bypass) - Town of Coeburn
Proj. 6058-097-114,PE102
Supplemental Agreement # 3 for revision in
scope of services
Thompson & Litton, Inc.

Consultant Agreement: Route I-64 - City of Hampton
Proj. 0064-114-F12,PE102
Hampton Roads Crossing Study
Michael Baker, Jr., Inc.

Consultant Agreement: I-66 HOV Lanes - Fairfax and Prince William Counties
Proj. 0066-076-106, PE101
0066-029-119, PE101
0066-029-119, PE102
0066-029-120, PE101
0066-029-122, PE101
Supplemental Agreement # 3 for revision
in scope of services
Dewberry & Davis

Consultant Agreement: Route 360 - Chesterfield County
Proj. 0360-020-F21, PE102, C503
Supplemental Agreement # 4 for revision
in scope of services
STV/Lyon Associates

Consultant Agreement: Route 600 - Smyth County
Proj. 0600-086-176, C505, C506
Provide construction inspection services
Rust Environment & Infrastructure, Inc.

Consultant Agreement: Route 655 - Fairfax County
Proj. 0655-029-308, C501
Provide construction inspection services
Dewberry & Davis

Consultant Agreement: Routes 64, 264 and 564
Proj. 0064-122-F22, PE101
0264-122-F05, PE101
0564-122-F08, PE102, PE103
Provide engineering services
URS Consultants, Inc.

Location & Design: Route 1 - Prince William County
Proj. 0001-076-S30, PE101, M501
Fr: 0.18 Mile South Route 123
To: 0.64 Mile South Route 123

Location & Design: Route 609 (Pleasant Valley Road) - Fairfax County
Proj. 0609-029-313, C501
Fr: 0.176 Mile South Elklick Run
To: 0.112 Mile North Elklick Run

Location & Design: Route 620 (Harrison Road) - Spotsylvania County
Proj. 0620-088-182, C501
Fr: Intersection Route 627 (Gordon Road)
To: 0.063 Mile West of Intersection Route 639
(Salem Church Road)

Location Route 627 Extension and the Route 95 Commuter Parking
& Design: Lot - Spotsylvania County
 Proj. IP00-088-F01,C503
 Fr: Intersection Route 627 and Route 610
 To: Intersection Route 627 Extension and Route 3

Location Route 704 (Rescue Road) - Isle of Wight County
& Design: Proj. 0704-046-204,M503,B619
 Bridge and Approaches over Jones Creek
 Fr: 0.292 Mile West Intersection of Route 1005
 (Center Street)
 To: Intersection Route 1005 (Center Street)

9. Conveyances: Route 81 - Wythe County
 Route 200 - Northumberland County
 Route 614 - Highland County
 Route 615 - Fauquier County
 Route 654 - Roanoke County
 Route 779 - Botetourt County
10. Action on Truck Median Lane Restriction - I-495 (Capital Beltway)
11. Action on Through Truck Restriction - Route 638 - Templeton Road
 Prince George County
12. Naming of Highway - Portion of State Route 244 in Fairfax County
 from the intersection of State Route 244
 and State Route 236 to the Fairfax County/
 Arlington County Line
 "Thurgood Marshall Memorial Highway"
13. Recreational Access: Russell County
 Proj. 0920-083-317,M501
 Honaker Recreational Park

 Recreational Access: Town of Altavista
 Proj. 9999-162-259,M501
 Staunton Riverfront Park
14. Revenue Sharing: FY 1992-93 Reallocations
 Revenue Sharing: Revenue Sharing Program
15. Update of Six Year Program
16. Route 58 Corridor Program
17. Enhancement Program
18. Safety Program

19. Action on the Second Amendment to the Route 28 Transportation Improvement District Contract
20. George P. Coleman Bridge Project Bid and Financing Plan
21. Report of Internal Audit Committee
22. New Business
23. Adjourn

MINUTES
OF
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Northern Virginia Community College
Annandale Campus
8333 Little River Turnpike
Annandale, Virginia
October 21, 1993
10:00 a.m.

The monthly meeting of the Commonwealth Transportation Board was held at the Northern Virginia Community College, Annandale Campus, in Annandale, Virginia, on October 21, 1993, at 10:00 a.m. The Chairman, Mr. John G. Milliken, presided.

Present: Messrs. Pethtel, Candler, Davies, Howlette, Kay, Mastracco, Rhea, Waldman, Warner, Wells and Williams and Mrs. Brooks, Mrs. Kincheloe, Mrs. Miller and Dr. Thomas.

On motion of Dr. Thomas, seconded by Mr. Rhea, the Board approved the minutes of the meetings of August 19 and September 16, 1993.

On motion of Dr. Thomas, seconded by Mr. Rhea, the Board approved Permits Issued and Canceled from September 1, 1993 through September 30, 1993, inclusive.

On motion of Dr. Thomas, seconded by Mr. Rhea, the Board approved Additions, Abandonments or Other Changes in the Secondary System from August 27, 1993 to October 1, 1993, inclusive.

10-21-93

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

WHEREAS, by proper resolution, the Boards of Supervisors of Chesterfield, Frederick, Henry and Lee Counties have requested that certain roads which no longer serve as public necessities be discontinued as part of the Secondary System of Highways.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia, as amended, the Commonwealth Transportation Board finds the following sections of roads are not required for public convenience and are hereby discontinued as part of the Secondary System of Highways, effective this date.

Chesterfield County - Route 651 - Section 1 of old location - 0.02 Mi.

Frederick County - Route 622 - Section 1 of old location - 0.19 Mi.

Henry County - Route 1172 - Section 4 of old location - 0.04 Mi.

Lee County - Route 644 - Section 3 of old location - 0.06 Mi.

Lee County - Route 645 - Sections 1 and 2 of old location - 0.11 Mi.

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board (CTB) has approved the reconstruction of the George P. Coleman Bridge and subsequent operation as a toll facility; and

WHEREAS, the Department of Transportation (VDOT) was directed to prepare the specifications for bids and the financing package necessary for the project; and

10-21-93

WHEREAS, VDOT secured the necessary financial feasibility study for the introduction of bond legislation at the 1993 General Assembly session as part of the financing plan for the project; and

WHEREAS, Chapter 596 and Chapter 799 of the 1993 Acts of Assembly authorized the sale of bonds for the project in the amount of \$38.1 million pursuant to Article X, Section 9(c) of the Virginia Constitution which when combined with \$17.2 million from Federal funds, \$25.0 million from the Toll Facilities Revolving Account and \$4.0 million in Primary System funds, provided for the total estimated project financing needed of \$84.3 million for advertisement; and

WHEREAS, VDOT received bids in September 1993 for the project and found that the construction costs require an additional \$11.6 million which increases the total project cost to \$95.8 million; and

WHEREAS, the increased project costs are due to additional structural steel needed, erection and crane costs, final plan revisions and the degree of difficulty from various restrictions required; and

WHEREAS, additional revenues have been received in FY-93 and are projected to occur during the period of FY-94 through FY-97 in the Toll Facilities Revolving Account as a result of revised revenue forecasts and from the amount of estimated Federal funds which together with the bond authorization amount will provide for the revised required financing of the project; and

WHEREAS, the CTB desires to move forward and award the bid to complete the construction phase of the project.

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board that the construction bid is awarded to Tidewater Construction Corporation in the amount of \$72,695,000 for the George P. Coleman Bridge Project.

10-21-93

BE IT FURTHER RESOLVED, that the CTB revises the financing plan for the project as follows:

Bonds Authorized under Chapter 596 and 799, 1993 Acts of Assembly	\$ 38.1 Million
Toll Facilities Revolving Account	35.4
Federal Funds	18.3
Primary Funds	4.0
TOTAL	\$ 95.8 Million

AND, FURTHER BE IT RESOLVED, that the CTB intends to allocate the \$35.4 million in actual and estimated Toll Facilities Revolving funds required for the project in the next update of the Six Year Program as follows:

Allocations through FY-94	\$ 19.0 Million
Proposed FY-95	7.4
Proposed FY-96	5.8
Proposed FY-97	3.2

FINALLY, BE IT RESOLVED, that the CTB agrees to award this contract in specific recognition of the legislative authority to issue \$38.1 million in 9c bond debt for a toll facility and; therefore, directs the Department to request the Department of Treasury to issue the \$38.1 million in bonds authorized by the 1993 General Assembly at the time the financing is necessary and prudent to complete payment of the construction phase of the project.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Rhea, that the Board approve the bids received September 29 and October 13, 1993, listed for award on the attached sheets numbered 4A through 4P 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.

JOB DIES CONTRACT	PROJECT NUMBER	KTE NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
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1	190-93A 930190A6	0095-076-FA4,B654 AC-1-95-2(377)	95 SBL Rte. 95 over Occoquan Rv. Prince William County Br. Widening & Exnt. Deck Replacement	AWARD	SHIRLEY CONTRACTING CORP. LORTON, VA	10	\$2,950,518.20
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INTERSTATE PROJECTS

2	2501 93G501T7	TR-5B-93	64 I-64 at Hampton Rds. Br. Tunnel City of Hampton Replace Upper Airblast Light. & Loop Detector Equip. Enclosures	AWARD	WOODINGTON CORPORATION NORFOLK, VA	6	\$133,725.00
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4A

3	2546 93G546T4	BR-29A-93; 0495-029-2008,SR02; BR-29B-93; 0495-029-2009,SR02	495 Various Locations Fairfax County Br. Reprn. (6) & Latex or Silica Fume Conc. Overlay & Temp. Signalization	AWARD	GENERAL CONTRACTING & CONSTR., INC. ROCKFORD, IN	8	\$705,971.50
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JOB DIS CONTRACT	PROJECT NUMBER	ROUTE	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
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INTERSTATE PROJECTS

4	2582	930382T9	TR-5C-93	64	I-64 at Hampton Rd., Br. Tunnel Hampton Rds. Br. Tunnel Rehabilitation of Rwy. Manholes & Access Hatches	AWARD	CENTURY CONCRETE SERVICES, INC. VIRGINIA BEACH, VA	3	\$60,270.00
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5	2670	930670S3	0242-060-2120	I-81 (SBL)	Montgomery-Potomac CL Montgomery County Replace Damaged Br. Pump	AWARD	LANFORD BROTHERS CO., INC. ROANOKE, VA	9	\$23,258.50
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4B

6	2679	930679S4	0064-043-V20, M501	64	From: MP 5.97 To: MP 6.20 Henrico County Widen NB Parham Rd. at Biv. 64 Interchange	AWARD	APAC-VIRGINIA, INC. RICHMOND, VA	3	\$80,268.50
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JOB	DIST	CONTRACT	PROJECT NUMBER	RTS	LOCATION	RECOMMEND	CONTRACTOR	NO	LOW
7	2682	93060259	D-5A-93	64, 464 & 58	Various Locations City of Chesapeake Drainage Restoration Clear-Out	AWARD	THE KENNEDY CO. OF VA. INC. CHESAPEAKE, VA	2	\$7,347.50

INTERSTATE PROJECTS

JOB	DIST	CONTRACT	PROJECT NUMBER	RTS	LOCATION	RECOMMEND	CONTRACTOR	NO	LOW
8	189-99A	930189A9	0495-029-F27.N501 IM-495-5(75)	495	Int. Rte. 236 Fairfax County Interchange Improve. Includes Grade, Drain, App. Conc. Pave., Hyd. Cam. Conc. Pave., Signs & Signals	REJECT	SHIRLEY CONTRACTING CORP. LORTON, VA	4	\$1,713,376.40

4C

PRIMARY PROJECTS

JOB	DIST	CONTRACT	PROJECT NUMBER	RTS	LOCATION	RECOMMEND	CONTRACTOR	NO	LOW
1	113-93B	930113B8	0067-083-V07.N501 HEB-1283(102)	67	From: Rte. 80 To: Tazewell CL Russell County Safety Proj.	AWARD	N. K. STONE, INC. SHARPSBURG, KY	2	\$689,224.50

JOB DIS CONTRACT	PROJECT NUMBER	EST. NO.	LOCATION & WORK TYPE	RECOMMENDATION	CONTRACTOR	NO. OF BIDS	LOW BID
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2	179-93A 930179A1	0001-029-V17,N501 HES-125-1(114)	1 From: 0.16 Mi. N. Mohawk La. To: 0.1 Mi. S. Mohawk La. Fairfax County Widen Exist. Pave. for Left Turn Lane	AWARD	APAC-VIRGINIA, INC. MANASSAS, VA	4	\$168,034.00
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3	181-93A 930181A7	0199-047-P03,B507, B608 STP-126-1(104)	199 N & SBL Rte. 199 over Rte. 60, CSX RR & Rte. 603 James City County Constr. Bns. (2)	AWARD	D. W. LYLE CORP. MCKENNEY, VA	17	\$3,646,254.03
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4D

4	191-93A 930191A5	6220-080-F07,CS01, D611; 6220-011-F04,CS02, D621 STP-027-1(120)	220 From: Int. Rte. 460 To: 1.843 Mi. N. Int. Rte. 460 Roanoke & Botetourt Co's Grade, Drain, Strs., Asp. Conc. Pave., Utils., Signals & Incids.	AWARD	BRANCH HIGHWAYS, INC. ROANOKE, VA	3	\$4,259,975.23
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JOB DIS CONTRACT	PROJECT NUMBER	RTE.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	EDWARD BID
		NO.	WORK TYPE				

PRIMARY PROJECTS

5	193-93A	930193A3	6220-011-F06,C501	220	From: 0.303 Mi. N. Ric. 696	AWARD	BRANCH HIGHWAYS, INC.	4	\$7,931,106.65
			STP-077-(121)		To: 0.22 Mi. S. CSX RR		ROANOKE, VA		

Botetourt County
Grade, Drain & Asp. Conc. Pave.

6	2667	93066758	0171-099-R05,N501; 0173-099-X06,N501; 0134-099-X03,N501	171	Int. Ric. 171 & 134; Ric. 173 & 622; & Ric. 134 & 1st Ave.	AWARD	STAR CONTRACTOR CO., INC.	3	\$90,024.00
					York County		WILLIAMSBURG, VA		
					Constr. 12' Right Turn Lane				

JOB	DIST	CONTRACT	PROJECT NUMBER	ROUTE	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
7	2685	95G68596	BS-6-93	17 NBL	Various Locations Stafford County Break & Seat Conc. Pave.	AWARD	APAC-VIRGINIA, INC. MANASSAS, VA	4	\$707,609.15
8	2687	95G68754	0050-029-R28,N502	50 WBL	From: Rugby Rd. To: 0.1 Mi. W. Rugby Rd. Fairfax County Asp. Base Course with Asp. Conc. Top & Incids.	AWARD	FORT MYER CONSTRUCTION CORP. WASHINGTON, D.C.	5	\$65,658.50
9	2579	99G357974	0023-044-120,B616	23	Br. Ric. 23 SBL over Dry Branch - 2.61 Mi. S. of Lee CL Scott County Br. Strengthening & Wid.	REJECT	ELK KNOB, INC. PENNINGTON OAP, VA	2	\$152,423.50

PRIMARY PROJECTS

FILE ID	CONTRACT	PROJECT NUMBER	RTE NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
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PRIMARY PROJECTS

10	2669	93066986	7023-084-121,N501	23	REJECT	W-L CONSTR. & PAVING, INC. CHILHOWIE, VA	1	\$77,248.20
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From: 120 Ft. W. Int. Rte. 23 & Jones St.
To: 570 Ft. E. Int. Rte. 23 & Jones St.
Scott County
Traffic Signal Mod. & Right Turn La.

SECONDARY PROJECTS

1	110-92A	930110A3	0751-038-P38,N501, E642 STP-038(119)	751	AWARD	ELK KNOR, INC. PENNINGTON GAP, VA	7	\$260,264.55
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From: 0.8 Mi. E. Rte. 600
To: W. Rte. 58
Grayson County
Grade, Drain, App. S.T. Pave. & Br.
Superstr. Replacement

2	149-92A	930149A8	0635-084-P09,N501	635	AWARD	LITTLE HENRY'S EXCAVATING & PAVING, INC. POUND, VA	9	\$249,164.95
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From: Rte. 636
To: Rte. 637
Scott County
Grade, Drain & App. S.T. Pave.

JOB DES CONTRACT NO.	PROJECT NUMBER	RTE NO.	LOCATION	RECOMMEND	CONTRACTOR	ND OF BIDS	LOW BID
WORK TYPE							
<u>SECONDARY PROJECTS</u>							
3	184-94A 930184A4	0661-052-221,N501	From: Rte. 758 To: 0.2 Mi. S. Rte. 637 Lee County Wild. Lt. & Rt. Entire Surf. Asp. Conc. Pave.	AWARD	LITTLE HENRY'S EXCAVATING & PAVING, INC. POUND, VA	4	\$354,000.00
4	185-93A 930185A3	0627-092-P05,N501; 0669-092-P06,N501	From: W.VA Line To: Rte. 628 AND From: 0.2 Mi. W. Rte. 804 To: Rte. 618 Tazewell County Aggr. Base Mat'l., Subb. & Asp. S.T. Pave.	AWARD	MAYMEAD, INC. MOUNTAIN CITY, TN	3	\$144,344.05
187-93A	930187A1	0654-011-166,C502, D654 STP-1340(102)	From: 0.051 Mi. E. Int. Rte. 11 To: Int. Rte. 604 (Alt. Rte. 220) Botetourt County Grds, Drain. Asp. Conc. Pave., Pave. Markts., Incidts., Demo. of Bldgs., Drain. Str. & Utilts.	AWARD	BRANCH HIGHWAYS, INC. ROANOKE, VA	3	\$2,202,617.10

JOB DES CONTRACT	PROJECT NUMBER	RT#	LOCATION	RECOMMEND	CONTRACTOR	NO OF BIDS	LOW BID
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6 192-91A 930192A4 0639-087-251,M501 639 From: 1.2 Mi. S. Rte. 655 W To: E. Int. Rte. 655 AWARD R. M. LOWE, INC. CRAFTON, VA 2 \$99,968.00

Southampton County
Grads, Drain. Str. & App. S.T. Pave.

7 195-91A 930195A1 0630-095-P33,N501, B654 630 From: Rte. 617 S To: Rte. 616 AWARD EDWIN O'DELL & CO. PULASKI, VA 9 \$360,003.75

Washington County
Grads, Drain. App. S.T. Pave. & Br.

8 196-91A 930196A0 0633-010-P70,N501 633 From: Rte. 631 To: 0.65 Mi. W. Rte. 631 AWARD SIMPSON CONSTRUCTION CO., INC. DUBLIN, VA 8 \$98,074.80

Bland County
Grads, Drain & App. S.T. Pave.

JOB	DIST	CONTRACT	PROJECT NUMBER	ROUTE	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
SECONDARY PROJECTS									
WORK TYPE									
9	197-93A	930197A9	0653-009-231, M501	653	From: 1.2 MI. S. Int. Rte. 655 W To: E. Int. Rte. 655	AWARD	WORLEY READY MIX CONCRETE, INC. ROCKY MOUNT, VA	5	\$541,183.08
Bedford County									
Grade, Drain., Aggr. Base, Asp. Coat. Pave. & Inscida.									
10	2672	99G672S1	0711-015-254, N501; 0712-015-253, N501	711	From: 0.5 MI. W. Rte. 711 To: 0.14 MI. E. Rte. 29 SBL	AWARD	MARVIN V. TEMPLETON & SONS, INC. LYNCHBURG, VA	2	\$257,169.20
Campbell County									
Aggr. Base Course, Grade, Drain & Asp. Conc.									
11	2673	99G673S0	0685-017-5000; 0914-017-5001	685 & 914	Rte. 685 - From: 1.03 MI. N. Rte. 702 To: 1.4 MI. N. Rte. 702	AWARD	J & D CONSTR. CO., INC. HILLSVILLE, VA	4	\$129,243.50
AND									
Rte. 914 - From: Rte. 722 To: 0.39 MI. E. Rte. 722									
Carroll County									
Grade, Drain, Pave. & Inscida.									

JOB	BID CONTRACT	PROJECT NUMBER	RTE.	LOCATION	RECOMMEND.	CONTRACTOR	NO. OF BILLS	LOW BID

SECONDARY PROJECTS

12	2676	93G67657	SS-2A-93	T-746	0.07 MI. N. Rte. T-747 (Town of Dublin)	AWARD	C. R. MEADOR GENERAL CONTRACTOR PULASKI, VA	5	\$28,205.00
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Replace Exst. Storm Sewer
Pulaski County

13	2680	93G68051	0751-017-P44,N502; 0817-017-P92,N501	751 & 817	Rte. 751 - From: 0.6 Mi. E. Rte. 752 To: Rte. 766	AWARD	JAMES R. VANNOY & SONS CONSTR. CO., INC. JEFFERSON, NC	5	\$157,746.50
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AND
Rte. 817 -
From: 0.02 Mi. E. Rte. 785
To: 0.97 Mi. E. Rte. 785
Carrroll County
Grade, Drain, Pave. & Inside.

4K

14	2684	93G68457	0640-017-P87,N501; 0656-017-P81,N502	640 & 656	Rte. 640 - From: Rte. 643 W To: Rte. 643 E	AWARD	STRICKLAND CONSTR. INC. FANCY GAP, VA	6	\$167,045.31
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AND
Rte. 656 -
From: Rte. 638
To: 0.9 Mi. W. Rte. 628
Carrroll County
Grade, Drain, Pave. & Inside.

JOB NO.	CONTRACT	PROJECT NUMBER	RTE NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
15	2686	93G64655	0712-016-P17,N501	712	From: Rte. 639 To: Rte. 1	DICKERSON BROS. EXCAVATING CO., INC. FREDERICKSBURG, VA	5	\$132,091.70
<u>SECONDARY PROJECTS</u>								
				Caroline County				
				Grade, Drain, Stabilize & Blotter Seal Coat				
16	2691	93G69158	0612-080-290,N501	618	From: 0.05 Mi. E. Rte. 658 To: Rte. 709	ROBERTSON-FOWLER CO. BUCHANAN, VA	2	\$341,175.50
<u>MISCELLANEOUS PROJECTS</u>								
				Romoke County				
				Grade, Drain, Pave. & Incida.				
1	2613	93G61372	P-8A-93	Var.	Various Locations	C & T PAINTING CO. BALTIMORE, MD	4	\$748,000.00
<u>MISCELLANEOUS PROJECTS</u>								
				Allegany, Clarke, Page, Rostingham & Warren Counties				
				Prepare & Paint & Repair Exist. Sign.				

JOB	CONTRACT	PROJECT NUMBER	RTE	LOCATION	RECOMMEND	CONTRACTOR	NO	LOW BID
			NO				OF	
				WORK TYPE			BIDS	
<u>MISCELLANEOUS PROJECTS</u>								
2	2668	93066857	ACS-28-93-500	Various Locations Goochland & Hanover Counties Furnish, Deliver & Apply Plant Mix & Shoulder Stone	AWARD	LEE HY PAVING CORPORATION RICHMOND, VA	4	\$203,141.16
3	2671	93067182	CH-2-93	Catawba Hospital Roanoke County Constr. Parking Lot & Improve Streets	AWARD	S. R. DRAPER PAVING CO. ROANOKE, VA	3	\$284,648.66
4	2683	93068338	SC0-3E-93	Various Locations York & James City Counties Curb Ramps, Curb & Gutter Repr.	AWARD	HI & SONS, INC. HAMPTON, VA.	4	\$31,930.00
5	2674	93067459	CC00-961-058,N501; ADA-1-93	Various Locations Lee County Install Curb Ramps	REJECT	KEN CONSTR. CO., INC. LEBANON, VA	2	\$34,702.00

4M

BIDS RECEIVED SEPTEMBER 29, 1993

POB ID#	CONTRACT	PROJECT NUMBER	RTE NO	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO OF BIDS	LOW BID
6	2677	93067756	P-2B-93	<p><u>MISCELLANEOUS PROJECTS</u></p> <p>Various Locations Bedford, Carroll & Floyd Counties Repair Small Secondary Rd. Strs.</p>	REJECT	SUPERIOR PAINTING & CONTRACTING CO., INC. BALTIMORE, MD	3	\$221,800.00

FOR BIDS CONTRACT	PROJECT NUMBER	RTD NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
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1	178-91A 930178A2 6017-099-F14,C502; 6017-036-F15,C503, C504,B604 AC-DBP-000(001)	17	<p><u>PRIMARY PROJECT</u></p> <p>From: 0.098 Mi. Ric. 1012 Alexander Hamilton Blvd. To: 0.121 Mi. S. Int. Rtz. 1206 (Duval Dr.) York & Gloucester Counties Grade, Drain, Asp. Conc. Pavc., Utilis., Toll Plaza, Signals, Signs, Lights, Landscaping, Incids. & Br. Wid.</p>	AWARD	TIDEWATER CONSTR. CORP. NORFOLK, VA	7	572,695,000.21
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SOI DES CONTRACTS	PROJECT NUMBER	ITE NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
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BIDS RECEIVED OCTOBER 13, 1993

1	94-93A 93094A3	0003-059-VA3,8401 BH-088-2(13)	3	PRMRY PROJECT Rte. 3 over Rappahannock River at Middlesex-Lancaster Co. Line (Robert O. Norris, Jr. Bridge) Middlesex County Superstructure Strengthening & Redocking	AWARD	MCLEAN CONTRACTING CO. OLEN BURNIE, MD	7	\$7,813,770.00
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Interstate Projects Award 7 @ \$3,381,359.20 Reject 1 @ \$1,713,376.40
Primary Projects Award 10 @ \$93,266,655.00 Reject 2 @ \$229,671.70
Secondary Projects Award 16 @ \$5,522,851.80 Reject 0
Miscellaneous Projects Award 4 @ \$1,267,719.80 Reject 2 @ \$256,502.00
TOTAL PROJECTS AWARD 37 @ \$104,038,592.80 **REJECT 5 @ \$2,199,550.10**

10-21-93

Moved by Mrs. Miller, seconded by Mr. Waldman,
that,

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for providing construction inspection services for Projects: 6019-092-F07, C-505, B-614, B-616, B-618, B-623 and 6019-092-F08, C-503, B-610, located in Bristol District, Tazewell County, it is necessary to supplement its staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Thompson & Litton, Incorporated, for said services; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board authorize the execution of the Agreement with the firm of Thompson & Litton, Incorporated, which establishes a compensation of \$1,991,926.00 for services and expenses plus a net fee of \$167,421.00 making the maximum total compensation not to exceed \$2,159,347.00.

Motion carried.

Moved by Mrs. Miller, seconded by Mr. Waldman,
that

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Thompson & Litton, Incorporated, and it has been determined that a change in the scope of services is necessary in order to perform the necessary activities, and to meet those objectives, a grade revision to the mainline and ramps is necessary due to the unsuitable material uncovered during the construction of project 6058-097-114, C-501, in the Town of Coeburn and other incidental changes related to revising plans into C-501 and C-502; and

10-21-93

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 \$799,026.37.

This Supplemental Agreement No. 3 is in the amount of \$35,718.83 for services and expenses plus a net fee of \$6,466.35. The total maximum compensation of the agreement, including this and all prior supplements, is now \$844,211.55.

Motion carried.

Moved by Mrs. Miller, seconded by Mr. Waldman,
that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for Purpose and Need, a Regional Transportation Model and Environmental Documentation for the Hampton Roads Crossing Study for Project 0064-114-F12, PE-102, located in Tidewater and Virginia Peninsula, it is necessary to supplement its staff; and

WHEREAS, in accordance with the Department Policy and State Procurement procedures, a firm proposal has been received from Michael Baker, Jr., Inc.; and

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

10-21-93

NOW, THEREFORE, BE IT RESOLVED that the Board authorizes the execution of the Agreement with the firm of Michael Baker, Jr., Inc., which establishes compensation of \$5,853,539.70 for services and expenses plus a net fee of \$157,290.20 making the maximum total compensation not to exceed \$6,010,829.90.

Motion carried.

Moved by Mrs. Miller, seconded by Mr. Waldman,
that

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Dewberry and Davis, and it has been determined that a change in the scope of services is necessary for Interstate 66 HOV lanes between Route 50 and Route 234; 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. 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 \$4,575,171.00.

This Supplemental Agreement No. 3 is in the amount of \$964,605.00 for services and expenses including a net fee of \$86,178.00. The total maximum compensation of the agreement, including this and prior supplements, is now \$5,539,776.00.

Motion carried.

10-21-93

Moved by Mrs. Miller, seconded by Mr. Waldman,
that

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of STV/Lyon Associates, and it has been determined that a change in the scope of services is necessary to update the survey and topographic data throughout the project and for survey and design work to realign Fordham Road for Project: 0360-020-F21, PE-101, C-503 located in Chesterfield County; 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. 4;

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 and Supplemental Agreements No. 1 through No. 3 which currently have a maximum compensation of \$953,091.43.

This Supplemental Agreement No. 4 is in the amount of \$8,500.22 for services and expenses, plus a net fee of \$652.75, making the total for this supplement \$9,152.97. The total maximum compensation of the agreement including this supplement is now \$962,244.40.

Motion carried.

Moved by Mrs. Miller, seconded by Mr. Waldman,
that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for providing construction inspection services for Projects: 0600-086-176, C-505 and 0600-086-176, C-506, located in Bristol District, Smyth County; it is necessary to supplement its staff; and

10-21-93

WHEREAS, in accordance with the Department Policy and State Procurement procedures a firm proposal has been received from Rust Environment & Infrastructure, Inc., for said services; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board authorize the execution of the Agreement with the firm of Rust Environment & Infrastructure, Inc. which establishes a compensation of \$602,084.00 for services and expenses plus a net fee of \$54,830.00 making the maximum total compensation not to exceed \$656,914.00.

Motion carried.

Moved by Mrs. Miller, seconded by Mr. Waldman,
that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for providing construction inspection services for Project: 0655-029-308, C-501, located in Northern Virginia District, Fairfax County; it is necessary to supplement its staff; and

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

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

10-21-93

NOW, THEREFORE, BE IT RESOLVED that the Board authorize the execution of the Agreement with the firm of Dewberry & Davis, which establishes a compensation of \$515,325.00 for services and expenses plus a net fee of \$45,675.00 making the maximum total compensation not to exceed \$561,000.00.

Motion carried.

Moved by Mrs. Miller, seconded by Mr. Waldman, that

WHEREAS, the Department has determined the need to supplement its staff for the design of the Extension of the Traffic Management System on Routes 64, 264 and 564; the design of Traffic Control Devices for Route 264 and the design of Automatic Gates for ramp control and the upgrade of a traffic signal at the terminus of Route 564 at Gates 3, 3A (entrance to Naval facilities). All projects are within the City of Norfolk; and

WHEREAS, in accordance with Department policies, a firm proposal has been received from the consulting firm of URS Consultants, Inc. of Virginia Beach, Virginia for these design services. This work will be funded under the following projects:

0064-122-F22, PE-101
0264-122-F05, PE-101
0564-122-F08, PE-102, PE-103; and

WHEREAS, the specialized scope of work requires augmentation of the Department's staff by consulting engineers; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Memorandum of Agreement with URS Consultants, Inc. which includes a Net Fee of \$52,445.02 and establishes a maximum Total Compensation not to exceed \$1,302,592.73.

Motion carried.

10-21-93

Moved by Mr. Waldman, seconded by Mr. Warner,
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 Occoquan, Woodbridge, Lorton (O.W.L.) Volunteer Fire Company #2, Woodbridge, Virginia, on July 20, 1993, between 5:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 1 from 0.18 mile south of Route 123 to 0.64 mile south of Route 123 in Prince William County, State Project 0001-076-S30, PE-101, M-501; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with modifications to extend the sidewalks from Occoquan Road north to provide a continuous sidewalk on the west side of Route 1 from Occoquan Road to Route 123.

Motion carried.

Moved by Mr. Waldman, seconded by Mrs. Miller,
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 at the Virginia Run Elementary School, Centreville, Virginia, on April 28, 1993, at 7:00 p.m. for the purpose of considering the

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proposed location and major design features of Route 609 (Pleasant Valley Road) from 0.176 mile south of Elklick Run to 0.112 mile north of Elklick Run in Fairfax County, State Project 0609-029-313, C-501, D-604; Federal Project M-5401 (); 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 with modification of the box culvert at Elklick Run to accommodate the future widening of Route 609.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Chancellor High School, Spotsylvania, Virginia, on June 23, 1993, at 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 620 (Harrison Road) from the intersection of Route 627 (Gordon Road) to 0.063 mile west of the intersection of Route 639 (Salem Church Road), in Spotsylvania County, State Project 0620-088-182, C-501; Federal Project STP-1766 (); 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 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 consideration in the final design phase to reduce the number of stormwater management basins and the possibility of providing landscape screening at the county's Refuse Disposal Area.

Motion carried.

Moved by Mr. Davies, seconded by Mrs. Brooks, 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 Chancellor High School, Spotsylvania, Virginia, on July 21, 1993, at 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 627 Extension and the Route 95 Commuter Parking Lot from the intersection of Route 627 and Route 610 to the intersection of Route 627 Extension and Route 3 in Spotsylvania County, State Project IP00-088-F01, C-503; Federal Project IR-95-2(351)134; 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 modifications to straighten the proposed right of way on the Old Plank Road Investments property.

Motion carried.

Moved by Mr. Wells, seconded by Mr. Mastracco, 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 Rescue Community Center, Village of Rescue, Virginia, on June 16, 1993, at 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 704 (Rescue Road) from 0.292 mile west of the intersection of Route 1005 (Center Street) to the intersection of Route 1005 (Center Street) in Isle of Wight County, State Project 0704-046-204, M-503, B-619; Federal Project BR-STP-643; 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 as Alternative 1 by the Department's Engineers with modifications to increase the minimum bridge clearance and to revise the alignment of the east bridge approach to lessen the impact to property owners in the final design phase.

Motion carried.

10-21-93

Moved by Mrs. Brooks, seconded by Mr. Rhea, that

WHEREAS, in connection with Route 81, State Highway Project 0081-098-101, RW-201, the Commonwealth acquired certain lands from George Dewey Eversole and Elizabeth Marie Eversole by instrument dated November 20, 1964, recorded in Deed Book 184, Page 270; and in connection with Route 11, State Highway Project 425-AC, from W. A. Newberry and Lucy Newberry by deed dated February 15, 1933, recorded in Deed Book 88, Page 596. These instruments are recorded in the Office of the Clerk of the Circuit Court of Wythe County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the lands lying south of and adjacent to the south normal right of way limits of Route 81, from a point approximately 170 feet opposite approximate Station 114+10 (EBL centerline, Project 0081-098-101, RW-205) to a point approximately 150 feet opposite approximate Station 116+60 (EBL centerline, Project 0081-098-101, RW-205), containing approximately 0.18 acre, more or less, was acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Route 81 and does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System; and

WHEREAS, the adjacent landowner of record has requested that the said lands be conveyed.

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

Motion carried.

10-21-93

Moved by Mrs. Brooks, seconded by Mr. Rhea, that

WHEREAS, in connection with Route 200, State Highway Project 0200-066-103, RW-201, the Commonwealth acquired certain land from Betsy Booth Hammond Conway and Eugene E. Conway by instrument dated June 14, 1991, recorded in Deed Book 323, Page 116 in the Office of the Clerk of the Circuit Court of Northumberland County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.03 acre, more or less, and lying southeast of and adjacent to the southeast normal right of way limits of Route 200, from a point approximately 50 feet opposite approximate Station 536+05 (construction centerline Route 200) to a point approximately 50 feet opposite approximate Station 536+43 (construction centerline Route 200) was acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Route 200 and does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System; and

WHEREAS, the adjacent landowner has requested that the surplus land, so acquired, be conveyed.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the 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 appropriate.

Motion carried.

Moved by Mrs. Brooks, seconded by Mr. Rhea, that

WHEREAS, in connection with Route 614, State Highway Project 1345-01, the Commonwealth acquired certain lands from Lydia N. Varner by deed dated December 29, 1949, recorded in Deed Book 36, Page 264; and from Ollie E. Rexrode and Ambrose Rexrode by deed dated July 29, 1949, recorded in Deed Book 36, Page 193. These deeds are recorded in the Office of the Clerk of the Circuit Court of Highland County; and

10-21-93

WHEREAS, in accordance with Section 33.1-155, Route 614 was relocated and the new location serves the same citizens as the old location; and

WHEREAS, at a regular meeting of the Board of Supervisors of Highland County held January 20, 1993, a section of Route 614 was abandoned; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the lands containing 0.30 acre, more or less, lying south of and adjacent to the south normal right of way limits of Route 614, from a point approximately 25 feet opposite approximate Station 158+15 (Project B.I. 6171, Route 614 centerline) to a point approximately 25 feet opposite approximate Station 162+70 (Project B.I. 6171, Route 614 centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the Secondary System of State Highways; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowners have requested that the excess right of way be conveyed.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth deeds conveying same without warranty to the adjoining landowners of record for a consideration acceptable to the State Right of Way Engineer, subject to such restrictions as may be deemed appropriate.

Motion carried.

Moved by Mrs. Brooks, seconded by Mr. Rhea, that

WHEREAS, in connection with Route 615, State Highway Project 0615-030-P62, N-502, the Commonwealth acquired certain lands from Ladislau Kovacs and Mary Ann Kovacs by deed dated July 10, 1990, recorded in Deed Book 642, Page 116 in the Office of the Clerk of the Circuit Court of Fauquier County; and

WHEREAS, the lands, so acquired, were for the reconstruction and improvement of Route 615, Project 0615-030-P62, N-502; and

10-21-93

WHEREAS, it has been determined by the Department that the aforesaid project will not be constructed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land lying on Route 615 between Routes 17 and 809 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; and

WHEREAS, Mr. and Mrs. Kovacs have requested that the lands, so donated, be conveyed back to them.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 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 in the name of the Commonwealth a deed conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions and conditions as may be deemed appropriate.

Motion carried.

Moved by Mrs. Brooks, seconded by Mr. Rhea, that

WHEREAS, in connection with Route 654, State Highway Project 0654-080-114, C-501, the Commonwealth acquired certain lands from T. M. Bush and Susie Scruggs Bush by deed dated November 16, 1962, recorded in Deed Book 708, Page 323 in the Office of the Clerk of the Circuit Court of Roanoke County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.12 acre, more or less, lying south of and adjacent to the south normal right of way limits of Route 654, from a point approximately 34 feet opposite approximate Station 57+50 (Route 654 centerline) to a point approximately 50 feet opposite approximate Station 62+00 (Route 654 centerline) was acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Route 654 and 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; and

10-21-93

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowners have requested that the excess right of way be conveyed.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute deeds without warranty conveying same for considerations satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed appropriate.

Motion carried.

Moved by Mrs. Brooks, seconded by Mr. Rhea, that

WHEREAS, in connection with Route 779, State Highway Project 0779-011-102,C-1,B-1,P-1, the Commonwealth acquired certain lands from Lone Star Cement Corporation by deed dated June 15, 1959, recorded in Deed Book 138, Page 433 and by deed dated January 14, 1966, recorded in Deed Book 173, Page 572. These deeds are recorded in the Office of the Clerk of the Circuit Court of Botetourt County; and

WHEREAS, in accordance with Section 33.1-155 of the Code of Virginia (1950), as amended, a portion of Route 779 has been altered and a new road has been constructed and approved and the new road serves the same citizens as the old road; and

WHEREAS, by resolution passed by the Botetourt County Board of Supervisors dated January 20, 1976, a section of Route 779 was abandoned; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land comprising 1.0 acre, more or less, lying on both sides of old Route 779 between approximate Station 307+00 (Route 779 centerline) and approximate Station 326+00 (Route 779 centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the Secondary System of State Highways; and

10-21-93

WHEREAS, Roanoke Cement Company has requested that the Commonwealth convey to it the excess land that is no longer required.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Commissioner is hereby authorized to execute a deed, without warranty, in the name of the Commonwealth conveying same to Roanoke Cement Company for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed appropriate.

Motion carried.

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

WHEREAS, in accordance with provisions of Section 33.1-12 of the Code of Virginia, the Commonwealth Transportation Board may make rules and regulations, from time to time not in conflict with the laws of the State, for the protection of and concerning traffic on the use of systems of State highways and to add to, amend or repeal the same; and

WHEREAS, the Department of Transportation has conducted a comprehensive assessment of the truck lane restriction for the Virginia segment of the Capital Beltway which identified no significant adverse impact on safety or operational efficiency; and

WHEREAS, the Commonwealth Transportation Board implemented a truck lane restriction on December 1, 1984, and subsequently extended the lane restriction for the I-95 portion of the Capital Beltway from the Woodrow Wilson Bridge to the I-95/395/495 interchange; and

WHEREAS, the study conducted by the Department of Transportation indicated that although the total number of accidents increased, the number of fatalities and degree of injury severity did not change and considering the favorable public perception and continuity with Maryland's lane restriction;

10-21-93

NOW, THEREFORE, BE IT RESOLVED, that effective November 15, 1993, trucks shall be restricted from the lane adjacent to the median in each direction on the I-495 section of the Capital Beltway between the I-95/395/495 interchange and the American Legion Bridge, in accordance with Section 33.1-12, and defining trucks as two-axle, six tires (four tires on rear axle) and larger.

Motion carried.

Moved by Mr. Wells, seconded by Mrs. Brooks, that

WHEREAS, in response to a formal request by the Prince George County Board of Supervisors that Route 638 (Templeton Road) between Route 35 (Courtland Road) and Route 156 (Prince George Drive) 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 Prince George 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 638 (Templeton Road) between Route 35 (Courtland Road) and Route 156 (Prince George Drive) be restricted to through truck traffic in accordance with Section 46.2-809 of the Code of Virginia.

Motion carried.

10-21-93

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

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-12(4) of the Code of Virginia, as amended, to give suitable name to State Highways, except such roads as have been or may hereafter be named by the General Assembly; and

WHEREAS, the Fairfax County Board of Supervisors has requested the Commonwealth Transportation Board to designate State Route 244 (Columbia Pike) from the intersection of State Route 244 and State Route 236 to the Fairfax County/Arlington County Line as the "Thurgood Marshall Memorial Highway"; and

WHEREAS, this Board considers it a fitting tribute to name the portion of highway in honor of Justice Thurgood Marshall;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board does concur with the Fairfax County Board of Supervisors that it is right and appropriate to name State Route 244 in Fairfax County, as previously described herein, as the "Thurgood Marshall Memorial Highway"; and

BE IT FURTHER RESOLVED, that appropriate signs, as directed by the Department's Engineers, shall be placed calling attention to its designation.

Motion carried.

Moved by Mr. Candler, seconded by Mr. Rhea, 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

10-21-93

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 Russell County Board of Supervisors has, by appropriate resolution, requested the use of Recreational Access Funds to provide adequate access to Honaker Recreational Park, located off Route 67 in Russell County, and the said access is estimated to cost \$233,000; 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 recommends the construction of the aforementioned access road.

NOW, THEREFORE, BE IT RESOLVED that \$233,000 from the 1993-94 Fiscal Year Recreational Access Fund be allocated to construct the access road to Honaker Recreational Park in Russell County, Project 0920-083-317,M501, contingent upon

1. all necessary right of way, environmental assessments and mitigation, and utility adjustments being provided at no cost to the Commonwealth; and

2. the County's payment of all ineligible project costs and of all eligible project costs in excess of \$233,000 from sources other than those administered by the Virginia Department of Transportation;

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

Motion carried.

10-21-93

Moved by Mr. Candler, seconded by Mr. Rhea, 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 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 Altavista Town Council has, by appropriate resolution, requested the use of Recreational Access Funds to provide adequate access to Staunton Riverfront Park, located off Pittsylvania Avenue in the Town of Altavista, and the said access is estimated to cost \$113,000; and

WHEREAS, it is anticipated that this request will be considered by the Director of the Department of Conservation and Recreation and will be found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, it is further anticipated that the Director of the Department of Conservation and Recreation will recommend the construction of the aforementioned access road.

NOW, THEREFORE, BE IT RESOLVED that \$107,000 from the 1993-94 Fiscal Year Recreational Access Fund be allocated to construct the access road to Staunton Riverfront Park in the Town of Altavista, Project 9999-162-259, M501, contingent upon

1. all necessary right of way, environmental assessments and mitigation, and utility adjustments being provided at no cost to the Commonwealth; and

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2. the Director of the Department of Conservation and Recreation finding this request to be in compliance with the provisions of Section 33.1-223 of the Code of Virginia and recommending the construction of the aforementioned access facility; and

3. the Town's payment of all ineligible project costs and of all eligible project costs in excess of \$107,000 from sources other than those administered by the Virginia Department of Transportation;

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

Motion carried.

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

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

WHEREAS, this special fund account "...shall be used solely for the purposes of either (i) maintaining, improving, or constructing the primary and secondary system within such county, or (ii) bringing subdivision streets, used as such prior to July 1, 1983, up to standards sufficient to qualify them for inclusion in the state primary and secondary system..."; and

WHEREAS, the governing body of the the County of Albemarle elected to participate in this program for Fiscal Years 1993-94 and, with the Department, identified a specific eligible item of work to be financed from the special fund account as indicated on "Attachment A"; and

WHEREAS, the governing body of the county of Albemarle subsequently elected to postpone the construction of this project using the "County Primary and Secondary Road Fund"; and

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WHEREAS, the governing body of the county of Albemarle has, by appropriate resolution, requested that the funds dedicated to the original eligible item of work be reallocated to another specific eligible item of work; and

WHEREAS, the governing body of the County of Rockingham elected to participate in this program for Fiscal Years 1991-92 and, with the Department, identified a specific eligible item of work to be financed from the special fund account as indicated on "Attachment B"; and

WHEREAS, this project was completed at a cost less than that originally estimated; and

WHEREAS, the governing body of the county of Rockingham has, by appropriate resolution, requested that the remaining funds dedicated to the original eligible item of work be reallocated to another specific eligible item of work; and

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

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

Motion carried

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

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

ATTACHMENT A

Reallocation of Funds Pursuant to Section 33.1-75.1 Code of Virginia
County Primary and Secondary Fund
Albemarle County
October 21, 1993

County Contribution	State Match	Original Project	New Project #
\$44,234	\$44,234	0682-002,P33,N501	0250-002-R05,L801

ATTACHMENT B

Reallocation of Funds Pursuant to Section 33.1-75.1 Code of Virginia
County Primary and Secondary Fund
Rockingham County
October 21, 1993

County Contribution	State Match	Original Project	New Project #
\$22,000	\$22,000	0033-082-123,M501,502	BI 0659-5302

10-21-93

WHEREAS, this special fund account "...shall be used solely for the purposes of either (i) maintaining, improving, or constructing the primary and secondary system within such county, or (ii) bringing subdivision streets, used as such prior to July 1, 1983, up to standards sufficient to qualify them for inclusion in the state primary and secondary system..."; and

WHEREAS, Section 33.1-75.1(D) of the Code of Virginia, prescribes the allocation of any unassigned funds in this special fund account; and

WHEREAS, \$1,400,000 of state funds for fiscal year 1992-93 was unobligated as of June 30, 1993; and

WHEREAS, the governing bodies of nine (9) of the counties eligible to participate in this supplemental allocation for Fiscal Year 1992-93 have, with the Department, identified specific eligible items of work to be financed from the special fund account as indicated on "Attachment A"; and

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

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

Motion carried

On motion of Mr. Waldman, seconded by Mr. Mastracco, the Board approved certain changes and additions to the 1993-94 Six-Year Improvement Program to reflect adjustments in a limited number of allocations due to the Governor's Economic Stimulus Package. Changes in the Program also reflect revisions to the Congestion Mitigation and Air Quality Improvement Program to conform to changes made by the Hampton Roads Area Metropolitan Planning Organization. These CMAQ revisions were approved for inclusion in the State Transportation Improvement Program.

Attachment A

District	County	Project Number	County Allocation	State Match	Total State match
Bristol	Buchanan	0620-013-646,C501	\$172,600.00	\$172,600.00	\$172,600.00
Salem	Roanoke	0011-080-R07,M501	\$60,000.00	\$60,000.00	\$172,600.00
		BI 1642-5075	\$30,000.00	\$30,000.00	
		BI 1878-5076	\$60,000.00	\$60,000.00	
		0220-080-R15,N501	\$22,600.00	\$22,600.00	
Richmond	Chesterfield	BI 0795-5000	\$200,000.00	\$172,600.00	\$172,600.00
Suffolk	James City	Rte 1201	\$3,200.00	\$3,200.00	\$19,200.00
		Rte 1206	\$3,200.00	\$3,200.00	
		Rte 1213	\$3,200.00	\$3,200.00	
		Rte 1216	\$3,200.00	\$3,200.00	
		Rte 1209	\$3,200.00	\$3,200.00	
		Rte 1210	\$3,200.00	\$3,200.00	
Staunton	Augusta	BI 0619-5342	\$5,000.00	\$5,000.00	\$172,600.00
		0865-007-316,M501	\$19,657.00	\$19,657.00	
		0616-007-348,N501	\$24,657.00	\$24,657.00	
		BI 0606-5343	\$24,657.00	\$24,657.00	
		0871-007-317,M501	\$24,657.00	\$24,657.00	
		BI 0692-5344	\$24,657.00	\$24,657.00	
		BI 0764-5346	\$24,657.00	\$24,657.00	
		BI 0657-5347	\$24,658.00	\$24,658.00	
NoVA	Arlington	0120-000-115, 000	\$172,600.00	\$172,600.00	\$172,600.00
	Fairfax	0050-029-R31,PE103,M503	\$172,600.00	\$172,600.00	\$172,600.00
	Loudoun	0637-053-250,C501	\$172,600.00	\$172,600.00	\$172,600.00
	Prince William	BI 0784-5300	\$24,657.00	\$24,657.00	\$172,600.00
		BI 0784-5301	\$24,657.00	\$24,657.00	
		BI 1781-5302	\$24,657.00	\$24,657.00	
		BI 0769-5304	\$24,657.00	\$24,657.00	
		0001-076-R36,N501	\$24,657.00	\$24,657.00	
		BI 1210-5305	\$19,658.00	\$19,658.00	
		BI 1237-5306	\$5,000.00	\$5,000.00	
		BI 0600-5303	\$24,657.00	\$24,657.00	
	Total		\$1,427,400.00	\$1,400,000.00	\$1,400,000.00

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ROUTE COUNTY/CITY TYPE LENGTH		DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED/ SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE
			PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98	1998-99	
66 - Fairfax County Overhangs	At Fairfax County Parkway		FE RW 7,000 CN 9,000 TO 16,000	*		16,000	3,950 (1) 2,200	4,000	4,000	1,850	.	.	.
			13516			NH	0066-02-P23,RW201,C501						

Proposed funding adjustments noted in "RED".

INTERSTATE SYSTEM

IMPROVEMENT PROGRAM
(In Thousands of Dollars)
FY94 thru FY99

NORTHERN VIRGINIA DISTRICT

(1) From 1993 Federal Appropriations Act

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PRIMARY SYSTEM IMPROVEMENT PROGRAM (In Thousands of Dollars)												
BRISTOL DISTRICT												
ROUTE COUNTY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADDTL. FUNDING REQUIRED SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE	
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98		1998-99
16 - Savoy Safety Improvements	South Corporate Lains Marica - Route 735	PE 25 RW - CN 748 TO 668	25 643 668	78	590 695	475	115	-	-	-	-	-
19 - Tazewell Parallel Lane	0.3 Mile West Route 460 (Claypool Hill) - 2.3 Miles East - Russell County Line	11935 PE 363 RW - CN 6,042 TO 6,407	363 6,042 6,407	4,237	HES/STP 2,170	0016-086-V03, PE101, N501 840 640	700 300	630 430	-	800	-	-
3.0 Miles		289			STP	6019-092-106, (R/W201), F08, PE102, CS04, B611	CONSTRUCTION UNDER WAY					
19 - Tazewell Parallel Lane	2.3 Miles East Russell County Line - Russell County Line	PE 474 RW - CN 6,429 TO 6,903	474 4,904 5,378	578	6,325 4,800	50 (1) 1,695	150 (1) 100	680 (1) 1,200	1,475 675	975 350	-	-
2.3 Miles		9829			STP	6019-092-106, (R/W201), F08, PE103, CS03, B610						
19 - Russell Parallel Lane	Tazewell County Line - 5.5 Miles West Tazewell County Line	PE 385 RW - CN 10,980 TO 11,365	385 10,980 11,365	-	11,365	(1) 377	-	-	620 (1) 1,526 120	2,925 (1) 782 3,025	2,935 (1) 782 2,450	818 1,703
5.5 Miles		11229			STP	6019-085-107, (R/W203), F07, PE105, CS05, PE106, CS06						
19 - Tazewell Parallel Lane	BLUERFIELD BYPASS: 5.3 Miles West West Virginia State Line - 1.4 Miles West West Virginia State Line	PE 590 RW - CN 9,804 TO 9,804	590 9,804	(2) 6,909	2,085	200	500	200	500	500	485	600
3.8 Miles		590			APD	6019-092-707, PE105, R/W203, CS05, B612, B613, B614, B616, B618, B623, B625						
87 - Russell Safety Improvements	Route 80 - Tazewell County Line	PE 30 RW - CN 870 TO 900	30 765 795	85	710 815	580	180	105	-	-	-	-
		11937			HES/STP	0067-083-V07, PE101, N501						

• Previously Acquired
(1) STP Statewide Allocations
(2) Federal Appalachian Development Funds

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PRIMARY SYSTEM													
IMPROVEMENT PROGRAM													
(In Thousands of Dollars)													
FY94 thru FY99													
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST			PREVIOUS FUNDING	ADVT. FUNDING REQUIRED SOURCE	ACTUAL ALLOCATION 1990-94	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE
		PLANNING	ENGINEER					1994-95	1995-96	1996-97	1997-98	1998-99	
102 - Tazewell Railroad Underpass on New Location 0.9 Mile	N & W R.R. (Approximately 1 Mile North North Corporate Limits Bluefield) (2 Lanes)	PE RW CN TO	462 184 3,826 4,472		667	3,815	100	800 695	1,700	915	300 405		
460 - Buchanan 4 Lane	1.3 Miles East of South Route 83 (Dead) - 0.1 Miles East of South Route 83 (Vacant)	4325 PB RW CN TO	255 3,764 6,207 10,226		351	9,875	-	1,325 1,220	3,000	3,000	2,550 2,655		
1.2 Miles 460 - Buchanan 4-Lane (RW Only)	0.4 Mile South of North Corporate Limits Grundy (Retrofit) - 1.9 Miles North of North Corporate Limits Grundy	233 PB RW CN TO	8,319 - - 8,319		189	8,130	-	-	-	777 827	4,714 4,504	2,639 2,799	
2.3 Miles		861				STP	6460-013-113 (PE105), F13, RW205						

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PRIMARY SYSTEM												NORTHERN VIRGINIA DISTRICT		
IMPROVEMENT PROGRAM														
(In Thousands of Dollars)														
FY94 thru FY99														
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADVL. FUNDING REQUIRED/ SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE		
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98	1998-99			
7 - Loudoun Widen to 6 Lanes Including Bridges 2.2 Miles	Leesburg Bypass - Goose Creek	PE	750		8,750									
		RW	2,000											
		CN	6,000			1,000	600							
		TO	8,750			500	400	500	(1) 2,000	(1) 300	(1) 500	(1) 1,500	(1) 1,500	2,650
7 - Loudoun Paralel Lane 9.3 Miles	HAMILTON, PURCELLVILLE/ ROUND HILL BYPASSES	PE	12966		STP	6007-053-F08, PE103, RW208, CS503								
		RW	13,520	14,225	13,520									
		CN	13,520	14,225	1,050	400								
		TO	13,520	14,225	1,050	400	400	(1) 2,000	(1) 400	(1) 500	(1) 1,500	(1) 1,500	13,470	
7 - Loudoun Interchange Improvement (Ultimate) 9.3 Miles	Route 715 Bypass	PE	300		STP	6007-053-F10, CS09, CS10, BK20, R672, BK78, R636, R639								
		RW	4,000		9,300									
		CN	5,000		1,000	600								
		TO	9,300		1,000	100	500	500	(1) 2,000	(1) 500	(1) 500	(1) 1,500	2,900	
					NH/STP	6007-053-F24, PE102, RW202, CS62								

(1) STP Statewide Allocations
* National Highway System Funds

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PRIMARY SYSTEM												
IMPROVEMENT PROGRAM												
(In Thousands of Dollars)												
STANTON DISTRICT												
Proposed funding adjustments noted in "RED."												
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADDL FUNDING REQUIREMENT SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE	
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98		1998-99
276 - Rockingham Safety Improvements	Augusta County Lisa - Route 33	PE RW CN TO	20 300 375 395		320 395	200	195	185	135			
340 - Augusta Provide Left Turn Lanes and Improve Sight Distance 0.2 Mile	Intersection Route 612 (7.2 Miles South South Corporate Limits Groceries)	PE RW CN TO	258 312 810 1,380	695	HES/STP	0278-082-V02, PE101, NS01	285 90	260	135			
340 - Augusta Widens to 5 Lanes 1.5 Miles	North Corporate Limits Weynaburo - 1.5 Miles North North Corporate Limits Weynaburo	PE RW CN TO	901 1,955 3,481 6,337	963	HES/STP	0340-007-V12, PE101, RW201, MS01, D607	200	700 625	1,100	2,100	539 (1) 300	75
		3830			STP	0340-007-V10, PE101, RW201, CS01, B606						

(1) STP Statewide Allocations

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PRIMARY SYSTEM												
IMPROVEMENT PROGRAM												
SUFFOLK DISTRICT												
Proposed funding adjustments noted in "REIT".												
(In Thousands of Dollars)												
FY94 thru FY99												
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADDL. FUNDING REQUIRED SOURCE	ACTUAL ALLOCATION 1994-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE	
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98		1998-99
10 - City of Suffolk Parallel Lane	2.1 Miles North Route 58 Bypass - CN 1.5 Miles North Route 58 Bypass TO	PE RW CN TO	1,600	1,600		100	100	500	700	200	-	-
13 - Accoanck Rent Area Improvements	0.9 Mile South of the Maryland State Line	PE RW CN TO	700 85 5,099 5,824	574	STP	0010-001-FOI,CS04		800 300	1,500 800	1,900 1,700	650	1,600
17 - Sale of Wight Basal Traffic Management System 4.4 Miles	JAMES RIVER BRIDGE	PE RW CN TO	25 1,000 1,025	170	STP	0013-001-F12,PE101,RW2011,802		400	305			
		11929			HES:STP	0017-046-V05,PE101,MS01						

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ROUTE COUNTY/CITY TYPE LENGTH		DESCRIPTION		ESTIMATED COST		PREVIOUS FUNDING	ADD'L FUNDING REQUIRED /FUND SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE
									HAMPTON ROADS REGION				
									PLANNING	ENGINEER	1994-95	1995-96	
Tidewater Transportation District Commission	PE RW CN TO	New Park & Ride Virginia Beach & Downtown Norfolk	700 700 560 CH			560 CH	-560- 366						194
Tidewater Transportation District Commission	PE RW CN TO	6 New Buses for New Service	1,720 1,720 1,376 CH			1,376 CH	-1,376- 1,216						160
Peninsula Transportation District Commission	PE RW CN TO	2 - 40' Buses	420 420 336 CH			336 CH	336						
Peninsula Transportation District Commission	PE RW CN TO	Transit Service to York County	100 100 80 CH			80 CH	80						
17 - York Double Left Turn Lane	PE RW CN TO	Lakeside Drive Intersection	62 398 460 368 CH		330								38
Chesapeake	PE RW CN TO	Upgrade Traffic Signal System with Interconnect	12962 19 106 125 125 CH		125								
			12964										

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Contingent upon Inclusion in Tip by MPO and specific project eligibility determination by FHWA/FTA.		CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (In Thousands of Dollars) FY 94 thru FY 99										HAMPTON ROADS REGION	
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADD'L FUNDING REQUIRED / FUND SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE		
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98		1998-99	
Chesapeake Military Highway Signal Interconnect	Greenbrier Parkway - Route 64	PE 15 RW CH 85 TO 100 100 CH	13468		100 CH	100	U000-131-V15, PE101, MS01						
Chesapeake Re-time 25 Isolated Signals	Various Locations	PE 8 RW 42 CH 50 TO 50 CH	13469		50 CH	50	U000-131-V16, PE101, MS01						
Chesapeake Re-time Interconnect System	Re-time Interconnect Signal System on Greenbrier Parkway & Western Branch Boulevard	PE 5 RW 35 CH 40 TO 40 CH			40 CH	40	U000-131-V17, PE101, MS01						
104 - Dominion Boulevard Chesapeake	Improve Great Bridge Boulevard Intersection Geometric and signal Improvements	PE 76 RW 60 CH 464 TO 600 480 CH	12985	480			0104-131-V05, PE101, CS01						
168 - Battlefield Boulevard Chesapeake	Improve Great Bridge Boulevard Intersection	PE 11 RW 62 CH 73 TO 58 CH	12966	58			0168-131-V10, PE101, CS01						
Hampton	Upgrade Signal Equipment at 70 Intersections	PE 98 RW 1,189 CH 1,287 TO 1,287 CH	12967	652	635 CH	-250- 635	U000-114-F18, PE101, CS01						-377 0

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CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (In Thousands of Dollars) FY 94 thru FY 99										HAMPTON ROADS REGION			
Contingent upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FTA.													
ROUTE COUNTY/CITY TYPE LENGTN	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADD'L FUNDING REQUIRED /FUND SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE		
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98		1998-99	
Hampton PenIran Bus Parking	Provide Satellite Parking near North King Street & West Pembroke Ave.	PE RW CN TO	53 297 350 280 CH	13477	280 CH	184 280	U000-114-V19, PE101, M501						-96 0
Jones City County, York County, city of Williamsburg	Regional Bikeway Network	PE RW CN TO	253 1,436 1,689 1,351 CH	13500	1,351 CH	280	B000-965-F01, PE101, C501						1,071
Newport News	Citywide signal System Re-time and Update	PE RW CN TO	27 153 180 180 CH										
Newport News Bike Trail	J. Clyde Morris Boulevard Corridor Inc Route 64 - Jefferson Avenue	PE RW CN TO	14 171 185 148 CH	12968			U000-121-V13, PE101, M501						
Newport News Bike Trail	J. Clyde Morris Boulevard Corridor Jefferson Avenue - Mariners Museum	PE RW CN TO	14 171 185 148 CH	13478	148 CH	148	U000-121-V14, PE102, M502						
60 - Newport News Left and Right Turn Lanes	Oyster Point Road Intersection	PE RW CN TO	189 1,311 1,500 1,200 CH	12970	192 CH	192 0	0060-121-F13, PE101, C501						192

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Contingent upon inclusion in TIP by MPO and specific project eligibility determination by FHWA/FIA.		CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (In Thousands of Dollars) FY 94 thru FY 99										HAMPTON ROADS REGION	
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADD'L FUNDING REQUIRED / FUND SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE		
		PLANNING	ENGINEER				1995-96	1996-97	1997-98	1998-99			
Newport News	Patrick Henry Commerce Center Bike Trail	PE 15 RW 82 CN 97 TO 78 CH	13470		78	U000-121-V16, PE101, M501							
Norfolk	Computerized Signal System Expansion - Phase I	PE 218 RW 5,834 CN 6,052 TO 6,052 CH	12971	1,452	4,600	U000-122-F23, PE101, C501						-2,357- 2,075	
Poquoson	Little Florida Road Bike Path between Wythe Creek Road and Poquoson Avenue	PE 9 RW 51 CN 60 TO 48 CH	13472		48	U000-147-V01, PE101, M501						48	
Poquoson	Poquoson Avenue Bike Path between Wythe Creek Road and Elementary School	PE 11 RW 65 CN 76 TO 61 CH	13471		61	U000-147-V04, PE101, M501						61	
Poquoson	Hunts Meck Road Bike Path between Yarnibus and Wythe Creek Road	PE 10 RW 54 CN 64 TO 52 CH	13473		52	U000-147-V02, PE101, M501						52	
Poquoson	Yorktown Road Bike Path between York County Line and Wythe Creek Road	PE 9 RW 51 CN 60 TO 48 CH	13474		48	U000-147-V03, PE101, M501						48	

10-21-93

On motion of Mr. Wells, seconded by Mr. Williams, revisions to the Route 58 Corridor Development Program were approved.

On motion of Mrs. Kincheloe, seconded by Mrs. Brooks, the projects to receive funding under the Federal Transportation Enhancement Program were approved. The Board of the Museum of Natural History recommended a project for consideration by the Enhancement Advisory Committee. Mr. Williams is a member of the Board and asked if he should disqualify himself from the vote. Mr. Williams was advised by the Attorney General's office that disqualification was not necessary. The Board of RF&P also recommended a project for consideration and Mr. Waldman is a member of that Board and asked if he should disqualify himself from the vote. Mr. Waldman was advised by the Attorney General's Office that disqualification was not necessary.

Mr. Bruce Wingo, Chairman of the Enhancement Advisory Committee, was introduced to the Board.

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

WHEREAS, The Intermodal Surface Transportation Efficiency Act established a separate Enhancement Program, financed from dedicated Surface Transportation Program apportionments; and

WHEREAS, the 1993 Virginia General Assembly set aside Enhancement program funding under a statewide competitive basis; and

WHEREAS, the Commonwealth Transportation Board appointed a fifteen member advisory committee of concerned individuals who agreed to receive and consider applications for enhancement projects and to make recommendations to the Board; and

WHEREAS, 219 applications requesting over \$68 million were received by VDOT and forwarded to the Advisory Committee; and

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM										BRISTOL DISTRICT				
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	BALANCE TO COMPLETE	Funds Currently Available Future Funds in Bond Authorization			
		PLANNING	ENGINEER								XXXXXX	XXXXXX	XXXXXX	
58 - Grayson, Smyth, and Washington PE Only 75.7 Miles	Carroll County Line - Abingdon Corridor Study	PE 1,100 RW -- CN -- TO 1,100	9483	0058-961-E01, PE100										
58 - Washington Scott and Lee PE Only 92.5 Miles	Abingdon - Jonesville Corridor Study	PE 621 RW -- CN -- TO 621	10068	STUDY COMPLETED 0058-961-E02, PE100										
58 - Lee Parallel Lane (RW Only) 2.1 Miles	0.1 Mile East at Route 25 East at Cumberland Gap - 2.2 Miles East at Route 25 East at Cumberland Gap	PE 525 RW 525 CN -- TO 525												
58 - Lee Parallel Lane 1.3 Miles	2.2 Miles East at Route 25 East at Cumberland Gap - 0.4 Mile West L & W Railroad at Gibson Station	PE 1,325 RW 1,128 CN 6,037 TO 8,490	9893	PRELIMINARY ENGINEERING AND CONSTRUCTION BY NATIONAL PARK SERVICE 0058-052-E22, RW201										
58 - Lee Parallel Lane 4.0 Miles	0.4 Mile West L & W Railroad at Gibson Station - 1.0 Mile West Route 689 at Etydale School	PE 1,000 RW 2,423 CN 9,773 TO 13,196	9894	0058-052-E15, PE101, RW201, C501										
58 - Lee Parallel Lane 4.3 Miles	1.0 Mile West Route 689 at Etydale School - 0.1 Mile East Route 698 at Cowan Hill	PE 1,539 RW 2,621 CN 9,012 TO 13,172	9895	CONSTRUCTION UNDER WAY 0058-052-E17, PE101, RW201, C501, B612, B613, B614, B615										

ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM										BRISTOL DISTRICT		
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST			Funds Currently Available						BALANCE TO COMPLETE	
		PLANNING	ENGINEER	ENGINEER	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99		
58 - Lee Parallel Lane 3.5 Miles	0.1 Mile East Route 698 at Cowan Mill - 0.1 Mile East Route 879 Near Walker School	PE RW CN TO	1,142 1,561 6,718 9,421	9892								
58 - Lee Parallel Lane 4.1 Miles	0.1 Mile East Route 879 Near Walker School - 0.1 Mile West Route 667 at Rose Mill	PE RW CN TO	1,400 2,900 7,569 11,869	9891	0058-052-E18, PE101, RW201, C501							
58 - Lee Parallel Lane 3.1 Miles	0.1 Mile West Route 667 at Rose Mill - 0.1 Mile West Route 621 at Hardy Creek	PE RW CN TO	921 1,245 6,253 8,420	9890	0058-052-E19, PE101, RW201, C501							
58 - Lee New Location 2.1 Miles	0.1 Mile West Route 621 at Hardy Creek - 2.1 Miles East Route 621	PE RW CN TO	1,183 517 11,833 13,533		CONSTRUCTION UNDER WAY 0058-052-E20, PE101, RW201,				XXXXXXXXXXXXXXXXXXXX			
58 - Lee Parallel Lane 3.4 Miles	2.1 Miles East Route 621 - Route 758 near Dry Creek (West of Jonesville)	PE RW CN TO	722 535 7,209 8,466	13379	0058-052-E23, PE101, RW201, C501				XXXXXXXXXXXXXXXXXXXX			
58 - Lee Parallel Lane 3.3 Miles	Route 758 near Dry Creek (West of Jonesville) - West End Jonesville Bypass	PE RW CN TO	535 515 5,350 6,400	13380	0058-052-E24, PE101, RW201, C501				XXXXXXXXXXXXXXXXXXXX			
				13381	0058-052-E25, PE101, RW201, C501				XXXXXXXXXXXXXXXXXXXX			

ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM										BRISTOL DISTRICT									
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	BALANCE TO COMPLETE	Funds Currently Available Future Funds in Bond Authorization								
		PLANNING	ENGINEER								1993-94	1994-95	1995-96	1996-97	1997-98	1998-99			
58 - Lee New Location 2.7 Miles	JONESVILLE BYPASS:	PE 2,403 RV 736 CN 16,017 TO 19,156								2,403 736 16,017									
58 Alt. - Lee Parallel Lane 1.8 Miles	3.0 Miles East North Corporate Limits Jonesville (Ben Hur) - West End Pennington Gap Bypass	PE 343 RV 403 CN 3,426 TO 4,172					XXXXXXXXXXXXXXXXXXXX												
58 Alt. - Lee County New Location 3.0 Miles	PENNINGTON GAP BYPASS: 0.5 Mile East of West Corporate Limits Pennington Gap - 0.4 Mile East of East Corporate Limits	13382 PE 1,246 RV 2,395 CN 15,575 TO 19,216																	
58 Alt. - Lee Parallel Lane 4.9 Miles	East End Pennington Gap Bypass (1.0 Mile East Route 421) - 0.9 Mile East Route 726 (East of Dryden)	PE 1,210 RV 568 CN 12,100 TO 13,878						XXXXXXXXXXXXXXXXXXXX											
58 Alt. - Lee Parallel Lane 4.6 Miles	0.9 Mile East Route 726 (East of Dryden) - 1.0 Mile East Route 620 (Near Olinger)	13388 PE 875 RV 530 CN 8,752 TO 10,157																	
58 Alt. - Lee Parallel Lane and New Location 3.5 Miles	1.0 Mile East Route 620 (Near Olinger) - Wise County Line	13389 PE 712 RV 4,055 CN 7,120 TO 11,887																	

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM										BRISTOL DISTRICT		
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		1993-94	Funds Currently Available					BALANCE TO COMPLETE		
		PLANNING	ENGINEER		1994-95	1995-96	1996-97	1997-98	1998-99			
58 Alt. - Wise Parallel Lane	Lee County Line - West End Big Stone Gap Bypass	PE 259 RU 1,475 CN 2,590 TO 4,324										
1.3 Miles		13390		6058-097-E17 PE101, RU201, C501								
58 - Wise New Location	BIG STONE GAP BYPASS:	PE 1,934 RU 908 CN 12,809 TO 15,651									1,934 908 12,809	
2.9 Miles												
58 - Scott Improve to 5 Lanes	Routes 421/23 (Duffield) - Route 604	PE 500 RU 500 CN 4,191 TO 5,191										
0.8 Mile		11917		0058-064-E10 PE101, RU201, C501								
58 - Lee Reconstruction and 2 Lanes on new location	0.2 Mile West of Route 421 (Dot) - 0.1 Mile South of Route 702 (Stickleysville)	PE 708 RU 880 CN 23,848 TO 25,436										
4.3 Miles		570		CONSTRUCTION COMPLETE 0058-052-110 PE100, RU201, C501								
58 - Scott Intersection Modification and Flyover	GATE CITY: Intersection Route 23/58 and Bus. Route 23/58 Southeast of Gate City	PE 765 RU 1,500 CN 5,100 TO 7,365										
58 - Scott and Washington Devalop to 4 Lanes	Route 23 at Weber City - Route 81 at Bristol	PE 12,338 RU 5,634 CN 82,253 TO 100,225		0058-084-E PE , RU , C							12,338 5,634 82,253	
21.5 Miles												

ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM		BRISTOL DISTRICT							
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		Funds Currently Available Future Funds in Bond Authorization				BALANCE TO COMPLETE	
		PLANNING	ENGINEER	1993-94	1994-95	1995-96	1996-97		1997-98
58 - Scott Improve Curve	5.1 Miles West of Washington County Line - 4.9 Miles West of Washington County Line	PE 10 RV -- CW -- TO 10	9830						
0.2 Mile				PROJECT CLOSED - TO BE IMPROVED WITH ULTIMATE ROUTE 58 IMPROVEMENT 0058-084-E09, PE101, M501					
58 - Washington Develop to 4 Lanes	0.4 Mile East Route 11 - 0.1 Mile West Route 11	PE 218 RV 557 CW 1,498 TO 2,273							
0.4 Mile			11440	CONSTRUCTION UNDER WAY 0058-095-E07, PE101, RM201, C501, B601, B602					
58 - Smyth and Grayson New Location and Parallel Lane	Route 81 West of Marion - Bridle Creek West of Independence	PE 14,257 RV 4,362 CW 95,048 TO 113,667						14,257 4,362 95,048	
28.1 Miles				PROJECTS TO BE DETERMINED AT FUTURE DATE					
58 - Grayson Develop to 4 Lanes	Bridle Creek West of Independence - 2.0 Miles West of Independence	PE 250 RV 764 CW 3,494 TO 4,508				XXXXXXXXXXXXXXXXXXXX			
3.5 Miles			8376	0058-038-112, PE101, RM201, C501					
58 - Grayson New Location	INDEPENDENCE BYPASS:	PE 2,294 RV 735 CW 15,295 TO 18,324						2,294 735 15,295	
3.5 Miles									
58 - Grayson Parallel Lane	1.3 Miles East of East Corporate Limits Independence - Route 631 (East of New River)	PE 1,300 RV 125 CW 12,995 TO 14,420							
4.7 Miles			13383	0058-038-E13, PE102, RM202, C502					

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM										BRISTOL DISTRICT				
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		Funds Currently Available Future Funds in Bond Authorization						BALANCE TO COMPLETE				
		PLANNING	ENGINEER	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99					
58 - Grayson & Lanes on New Location	Route 631 (East of New River) - 2.5 Miles West of West Corporate Limits Galax	PE	581											
		RU	125											
		CH	5,805											
		TO	6,511											
3.5 Miles			13345	0058-038-E13	PE101, RU201, C501									

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM		SALEM DISTRICT								
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		Funds Currently Available Future Funds in Bond Authorization					BALANCE TO COMPLETE	
		PLANNING	ENGINEER	1993-94	1994-95	1995-96	1996-97	1997-98		1998-99
58 - Carroll Intersection Improvement	At Route 706 (West of Route 77)	PE RV CN TO	-- -- 37 37							
		9835		CONSTRUCTION COMPLETE 0058-017-E09, N501						
58 - Carroll Widening with Curb and Gutter	TOWN OF HILLSVILLE: Route 52 - Route 221	PE RV CN TO	93 550 959 1,602							
0.3 Miles		656		CONSTRUCTION COMPLETE 0058-017-108, PE101, R#201, C501						
58 - Carroll, Floyd and Patrick Final Location Studies Only	Route 703 West of Hillsville - 0.7 Mile North of North Corporate Limits Stuart	PE RV CN TO	4,500 -- -- 4,500							
36.2 Miles		13386		6058-962-E02, PE100						
58 - Carroll, Floyd and Patrick Develop to 4 Lanes	Route 703 West of Hillsville - 0.7 Mile North of North Corporate Limits Stuart	PE RV CN TO	19,660 6,759 161,064 187,483							19,660 6,759 161,064
36.2 Miles										
58 - Patrick Reconstruction	0.1 Mile West of Route 8 (Cruzes Store) - Route 640	PE RV CN TO	245 -- -- 245							
1.5 Miles		4328		PROJECT CLOSED - NEW LOCATION DETERMINED 6058-070-111, PE101						
58 - Patrick Bridge and Approaches	North Fork Mayo River (0.5 Mile West of Stuart)	PE RV CN TD	246 100 844 1,190							
0.2 Miles		4327		CONSTRUCTION COMPLETE 6058-070-110, PE101, R#201, C501, 8601						

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM										SALEN DISTRICT			
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	BALANCE TO COMPLETE			
		PLANNING	ENGINEER										
58 - Patrick New Location	STUART BYPASS: 0.7 Mile North of North Corporate Limits Stuart - 0.2 Mile West Route 835 (East of Stuart)	PE 1,700 RW 801 CN 8,755 TO 11,056			6058-070-E20, PE103, RU203, C503			XXXXXXXXXXXXXXXXXXXXXX					
1.7 Miles		13392											
58 - Patrick Parallel Lane	0.2 Mile West Route 835 (East of Stuart) - 0.4 Mile West of West Route 625	PE 659 RW 549 CN 6,379 TO 7,587			6058-070-E20, PE104, RU204, C504			XXXXXXXXXXXXXXXXXXXXXX					
3.0 Miles		13384											
58 - Patrick Parallel Lane	0.4 Mile West of West Route 625 - Route 653 (West of Nettleridge)	PE 617 RW 549 CN 6,379 TO 7,545						XXXXXXXXXXXXXXXXXXXXXX					
3.0 Miles		13385			6058-070-E21, PE101, RU201, C501								
58 - Patrick Parallel Lane	Route 653 (West of Nettleridge) - 0.6 Mile West Route 831 (Nettleridge)	PE 554 RW 439 CN 5,102 TO 6,095						XXXXXXXXXXXXXXXXXXXXXX					
2.5 Miles		13396			6058-070-E22, PE101, RU201, C501								
58 - Patrick Develop to 4 Lanes	0.6 Mile West Route 831 (Nettleridge) - 2.6 Miles West Henry County Line (Route 697)	PE 2,700 RW 1,400 CN 6,470 TO 10,570						XXXXXXXXXXXXXX					
3.3 Miles		9871			6058-070-E18, PE101, RU201, C501			XXXXXXXXXXXXXXXXXXXXXX					
58 - Patrick Develop to 4 Lanes	2.6 Miles West Henry County Line (Route 697) - Henry County Line	PE 1,134 RW 625 CN 6,843 TO 8,602						XXXXXXXXXXXXXXXXXXXXXX					
2.6 Miles		9872			6058-070-E19, PE101, RU201, C501								

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM										SALEM DISTRICT		
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST				Funds Currently Available Future Funds in Bond Authorization					BALANCE TO COMPLETE	
		PLANNING	ENGINEER	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99			
58 - Henry Develop to 4 Lanes	Patrick County Line - 5.9 Miles West of Route 220	PE 1,181 RW 625 CH 7,860 TO 9,665										
2.8 Miles		9873		6058-044-E14, PE101, RW201, C501								
58 - Henry Develop to 4 Lanes	5.9 Miles West of Route 220 - 2.7 Miles West Route 220 Bypass	PE 1,040 RW 2,504 CH 7,804 TO 11,348										
3.2 Miles		9875		6058-044-E15, PE101, RW201, C501, 8621, 8622								
58 - Henry Develop to 4 Lanes	2.7 Miles West Route 220 Bypass - 1.4 Miles West Route 220 Bypass	PE 570 RW 2,314 CH 2,948 TO 6,032										
1.3 Miles		9874		6058-044-E16, PE101, RW201, C501								
58 - Henry Develop to 4 Lanes	1.4 Miles West Route 220 Bypass - 0.2 Mile West Route 220 Bypass	PE 424 RW 1,121 CH 2,560 TO 4,105										
1.2 Miles		690		CONSTRUCTION COMPLETE 0058-044-104, PE101, RW201, C501								
58 - Henry Parallel Lane	MARTINSVILLE BYPASS: 0.6 Mile East Route 220 South - Route 650	PE 139 RW -- CH 3,243 TO 3,382										
2.6 Miles		9888		CONSTRUCTION COMPLETE 6058-044-E03, PE104, C504, 8603, 8606								
58 - Henry 2 Lanes on 4-Lane R/W	MARTINSVILLE BYPASS: Route 650 - Route 58 East of Martinsville	PE 233 RW -- CH 3,982 TO 4,215										
3.7 Miles		9887 11705		CONSTRUCTION COMPLETE 6058-044-E03, PE105, C503, 8609, 8901								

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM										SALEX DISTRICT		
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		Funds Currently Available XXXXXXXXXXXX Future Funds in Bond Authorization							BALANCE TO COMPLETE	
		PLANNING	ENGINEER	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99			
58 - Henry Replace Bridge on MBL	LEATHERWOOD CREEK 5.9 Miles West of Pittsylvania County Line	PE RW CR TO	129 -- 709 838									
0.1 Mile		9889		CONSTRUCTION COMPLETE 0058-044-E17, PE101, C501, B620								
58 - Floyd, Patrick, and Henry Location Studies 71.8 Miles	Grayson County Line - Route 220 West of Martinsville	PE RW CR TO	701 -- -- 701									
		9484		STUDIES COMPLETE 0058-962-E01, PE100								

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM			LYNCHBURG DISTRICT							
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST	Funds Currently Available Future Funds in Bond Authorization							BALANCE TO COMPLETE
			1993-94	1994-95	1995-96	1996-97	1997-98	1998-99		
58 - Pittsylvania 4 Lanes on New Location	DANVILLE BYPASS: Route 29 South - Route 58 West	PE 4,000 RW 5,526 CN 44,900 TO 54,426						XXXXXXXXXXXXXXXXXXXXXX		
7.0 Miles		9885	6058-071-E15, PE100, RW200, C-500							
265 - City of Danville Parallel Lane	DANVILLE BYPASS: Route 86 South - Route 58 East	PE 294 RW -- CN 6,675 TO 6,969								
3.5 Miles		9946	CONSTRUCTION COMPLETE 6265-071-E01, PE104, C509, 8607, 8613, 8616, 8621							
58/265 - City of Danville Construct Interchange	Interchange at Dan Daniel Park East of Danville	PE 200 RW -- CN 200 TO 200								
58 - City of Danville Construct Interchange	Interchange with Danville Expressway East of Danville	PE 59 RW -- CN 6,000 TO 6,059								
0.5 Mile		9945	CONSTRUCTION COMPLETE 6265-071-E01, PE105, C510, 8618, 8619, 1801							
58 - Pittsylvania :approve Alignment	0.2 Mile East of Route 62 - 0.1 Mile West of Route 62	PE 114 RW 6 CN -- TO 120								
0.3 Mile		9886	PROJECT CLOSED DUE TO HIGH COST OF CLEARING CONTAMINATED LAND 0058-071-E16, PE101, RW201							
58 - Natlifax 4 Lanes	RIVERDALE: 1.2 Miles West of Route 501 - 0.4 Mile West of Route 360	PE 1,200 RW 2,500 CN 5,810 TO 9,510								
1.6 Miles		11918	0058-041-E12, PE101, RW201, C501							

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM										LYNCHBURG DISTRICT			
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		ENGINEER	Funds Currently Available Future Funds in Bond Authorization					BALANCE TO COMPLETE			
		PLANNING			1993-94	1994-95	1995-96	1996-97	1997-98		1998-99		
58 - Halifax Add Fifth Lane	Route 501 - 0.2 Mile East Route 501	PE RW CM TO	-- -- 83 83										
0.2 Mile		9846			CONSTRUCTION COMPLETE 0058-041-E10, N501								
58 - Halifax Intersection Improvement	At Route 360 South of South Boston	PE RW CM TO	20 9 266 295										
		4280			CONSTRUCTION COMPLETE 0058-041-S09, PE101, RW201, N501								
58 - Districtwide Preliminary Studies	Districtwide	PE RW CM TO	9 -- -- 9										
		9485			STUDIES COMPLETE 0058-963-E01, PE100								

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM		RICHMOND DISTRICT								
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST PLANNING ENGINEER	Funds Currently Available Future Funds in Bond Authorization							BALANCE TO COMPLETE
			1993-94	1994-95	1995-96	1996-97	1997-98	1998-99		
58 - Mecklenburg 4 Lanes on New Location 7.7 Miles	CLARKSVILLE BYPASS: 3.1 Miles East Route 15 North - 2.7 Miles West Route 15 South	PE 3,000 RW 7,559 CN 89,769 TO 100,328 9878				XXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXX	XXXXXXXXXXXX		
58 - Mecklenburg Parallel Lane 3.5 Miles	0.1 Mile West Route 15 - 3.6 Miles East Route 15	PE 780 RW 955 CN 6,426 TO 8,161 9879			XXXXXXXXXXXXXXXXXXXX					
58 - Mecklenburg Parallel Lane 4.7 Miles	3.6 Miles East Route 15 - 0.1 Mile West Corporate Limits Boydton	PE 1,160 RW 2,162 CN 8,616 TO 11,938 9880			XXXXXXXXXXXXXXXXXXXX					
58 - Mecklenburg Parallel Lane 1.7 Miles	BOYDTON BYPASS: 0.1 Mile West MCL Boydton - 0.7 Mile East Route 92	PE 234 RW 99 CN 2,180 TO 2,513 9881								
58 - Mecklenburg Parallel Lane 1.2 Miles	BOYDTON BYPASS: 0.7 Mile East Route 92 - 1.9 Miles East Route 92	PE 170 RW 236 CN 1,730 TO 2,136 11635								
58 - Mecklenburg Parallel Lane 3.6 Miles	1.9 Miles East Route 92 - 0.3 Mile West Route 4	PE 765 RW 1,758 CN 5,922 TO 8,475 9882			XXXXXXXXXXXXXXXXXXXX					
			6058-058-E26, PE100							
			6058-058-E25, PE102, RU202, C502, B610							
			6058-058-E25, PE101, RU201, C501, B613, B614							
			CONSTRUCTION COMPLETE 6058-058-E17, PE102, RU203, C504, D626							
			CONSTRUCTION UNDER WAY 6058-058-E17, PE103, RU204, C505							
			6058-058-E24, PE102, RU202, C502, B611, D620, D621							

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM		RICHMOND DISTRICT							
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		Funds Currently Available Future Funds in Bond Authorization					BALANCE TO COMPLETE
		PLANNING	ENGINEER	1993-94	1994-95	1995-96	1996-97	1997-98	
58 - Hecklerburg Parallel Lane	0.3 Mile West Route 4 - 0.5 Mile West Route 1 (at Big Fork)	PE RV CN TO	865 1,735 6,977 9,577				XXXXXXXXXXXXXXXXXXXXXX		
4.7 Miles		9883			6058-058-E24-PE101, RM201, C501, B615, 0625				
58 - Hecklerburg Develop to 4 Lanes	0.5 Mile West Route 1 (at Big Fork) - 1.9 Miles South South Corporate Limite South Hill	PE RV CN TO	500 2,339 2,600 5,439						XXXXXXXXXXXX
2.5 Miles		11314			6058-058-E28-PE101, RM201,				
58 - Hecklerburg & Lanes on New Location (Grading)	SOUTH HILL BYPASS: 1.9 Miles South South Corporate Limite South Hill - 0.3 Mile West of Route B5	PE RV CN TO	900 4,000 8,683 13,583						
4.5 Miles		9884 10178			PROJECT SPLIT (1 OF 3) 6058-058-E23-PE100, RM202, Q302				
58 - Hecklerburg & Lanes on New Location (Paving)	SOUTH HILL BYPASS: 1.9 Miles South South Corporate Limite South Hill - 0.3 Mile West of Route B5	PE RV CN TO	200 -- 4,000 4,200				XXXXXXXXXXXXXXXXXXXXXX		
4.5 Miles					PROJECT SPLIT (2 OF 3) - SEE ABOVE 6058-058-E23-PE100, P402				
58 - Hecklerburg Interchange Modification	SOUTH HILL BYPASS: 0.3 Mile West of Route B5 - 0.4 Mile East of Route B5	PE RV CN TO	900 8,065 8,000 16,965				XXXXXXXXXXXXXXXXXXXXXX		
0.7 Mile					PROJECT SPLIT (3 OF 3) - SEE ABOVE 6058-058-E23-PE100, RM201, C-501				
58 - Districtwide Preliminary Studies	Districtwide	PE RV CN TO	5 -- -- 5						
		9486			STUDIES COMPLETE 0058-964-E01, PE100				

ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM										SUFFOLK DISTRICT		
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		ENGINEER	Funds Currently Available XXXXXXXXXXXX Future Funds in Bond Authorization						BALANCE TO COMPLETE	
		PLANNING			1993-94	1994-95	1995-96	1996-97	1997-98	1998-99		
58 - Greensville Wet Lands Mitigation Site	At Route 95 and Three Creek	PE RM CM TO	44 -- 897 941	12300	CONSTRUCTION UNDER WAY 6058-040-E05 PE103, M504							
58 - Greensville Parallel Lane	EMPORIA BYPASS: 0.6 Mile West Route 301 - 1.3 Miles East Route 301	PE RM CM TO	669 -- 7,012 7,681	9876	CONSTRUCTION UNDER WAY 6058-040-E05, PE102, C503, 8605, 8607, 8609, 8611, 8613							
58 - Greensville Under Drains	West of the Southampton County Line	PE RM CM TO	-- -- 24 24	10037	CONSTRUCTION COMPLETE 0058-061-104							
58 - Southampton Parallel Lane	Greensville County Line - 2.7 Miles East of Greensville County Line	PE RM CM TO	33 435 3,149 3,617	2008	CONSTRUCTION COMPLETE 6058-087-102, PE110, RM210, C513							
58 - Southampton Parallel Lane	2.7 Miles East of Greensville County Line - 4.6 Miles East of Greensville County Line	PE RM CM TO	18 100 2,384 2,502	2002	CONSTRUCTION COMPLETE 6058-087-102, PE 109, RM209, C512							
58 - Southampton Parallel Lane	4.6 Miles East of Greensville County Line - 6.5 Miles East of Greensville County Line	PE RM CM TO	26 515 1,848 2,389	1989	CONSTRUCTION COMPLETE 6058-087-102, PE 109, RM208, C511							
58 - Southampton Parallel Lane	1.9 Miles											

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM										SUFFOLK DISTRICT	
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		Funds Currently Available XXXXXXXXXXXX Future Funds in Bond Authorization						BALANCE TO COMPLETE	
		PLANNING	ENGINEER	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99		
58 - Southampton Parallel Lane 2.6 Miles	6.5 Miles East of Drearsville County Line - 6.9 Miles West of East Corporate Limits Capron	PE RW CH TO	40 205 2,902 3,147	CONSTRUCTION COMPLETE 6058-087-102, PE107, RM207, C510							
58 - Southampton Parallel Lane 2.1 Miles	6.9 Miles West of East Corporate Limits Capron - 4.8 Miles West of East Corporate Limits Capron	PE RW CH TO	33 65 2,940 3,038	CONSTRUCTION COMPLETE 6058-087-102, PE106, RM206, C509							
58 - Southampton Parallel Lane 2.3 Miles	4.8 Miles West of East Corporate Limits Capron - 2.5 Miles West of East Corporate Limits Capron	PE RW CH TO	146 130 3,354 3,630	CONSTRUCTION COMPLETE 6058-087-102, PE105, RM205, C508, B617							
58 - Southampton Parallel Lane 1.2 Miles	COURTLAND BYPASS: 0.7 Mile West Intersection Route 35 - 1.3 Miles West Wottonway River	PE RW CH TO	162 -- 1,727 1,889	CONSTRUCTION COMPLETE 6058-087-E04, PE102, C504							
58 - Southampton Parallel Lane 2.8 Miles	COURTLAND BYPASS: 1.3 Miles West Wottonway River - 1.5 Miles East Wottonway River	PE RW CH TO	387 125 6,952 7,444	CONSTRUCTION COMPLETE 6058-087-E04, PE103, RU203, C505, B631, B632							
58 - Southampton Parallel Lane 3.2 Miles	FRANKLIN BYPASS: 3.3 Miles West Route 258 - 0.1 Mile West Route 258	PE RW CH TO	567 9 7,351 7,927	CONSTRUCTION COMPLETE 6058-087-E03, PE103, RU203, C504, B604, B606, B608							

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ROUTE 58 CORRIDOR DEVELOPMENT PROGRAM										SUFFOLK DISTRICT			
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		Funds Currently Available Future Funds in Bond Authorization							BALANCE TO COMPLETE		
		PLANNING	ENGINEER	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99				
58 - Southampton Parallel Lane 2.9 Miles	FRANKLIN BYPASS: 0.1 Mile West Route 258 - 2.9 Miles East Route 258	PE RV CN TO	307 85 5,424 5,816	9869	CONSTRUCTION COMPLETE 6058-087-E03, PE105, R4206, C506, B610, B627								
58 - Suffolk & Southampton Parallel Bribe and Approaches 0.3 Mile	FRANKLIN BYPASS: 2.9 Miles East Route 258 - 3.2 Miles East Route 258	PE RV CN TO	67 -- 3,045 3,112	9868	CONSTRUCTION COMPLETE 6058-087-E03, PE104, C505, B613								
58 - Suffolk Parallel Lane & Interchange at Route 260 2.4 Miles	FRANKLIN BYPASS: 3.2 Miles East Route 258 - 5.6 Miles East Route 258	PE RV CN TO	142 -- 4,117 4,259	9870	CONSTRUCTION COMPLETE 6058-061-E07, PE102, C504, B650								
58/258 Conn. Iste of Wight 2 Lanes on 4-Lane Right of Way 2.5 Miles	Route 58 Bus. and Route 258 - 2.5 Miles South Route 58 Bus. and Route 258	PE RV CN TO	650 750 6,700 8,100	9865						0058-046-E05, PE104, R4204, C504, B605			
58 - Suffolk 2 Lanes on 4-Lane Right of Way	Route 189 - Iste of Wight County Line	PE RV CN TO	22 -- -- 22	9866	PROJECT CLOSED - NOT FEASIBLE 0058-061-E10								
58 - Districtwide	Preliminary studies	PE RV CN TO	4 -- -- 4	9487	STUDIES COMPLETE 0058-965-E01, PE100								

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TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (In Thousands of Dollars) FY 94 thru FY 99												
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE	
						1992-93	1993-94	1994-95	1995-96	1996-97		
City of Danville Rail Passenger Station Rehabilitation	The purchase, rehabilitation and adaptive reuse of station building. The interior and exterior will be repaired and the inside rehabilitated, including restrooms, ADA compliance and heating and air- conditioning. Partial funding.	PE 130 RW 390 CN 1,230 TO 1,750 937 EN			937							
City of Charlottesville Union Station	The restoration of the seriously deteriorated historic train station building and supporting infrastructure. Funding approved, with the exception of the Clock Tower.	PE 505 RW 987 CN 5,332 TO 6,825 762 EN			762							
Town of Leesburg Fort Johnston Historic Site	The preservation of a historic civil war fort site. This would add to Virginia's tourism resources and serve as a living example of the Civil War in Loudoun County, the only county in Virginia to muster both Confederate and Union regiments.	PE - RW 600 CN - TO 600 480 EN			480							

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TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (in Thousands of Dollars) FY 94 thru FY 99										
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE
						1992-93	1993-94	1994-95	1995-96	
City of Hampton Settlers Landing Road Streetscape Improvements	Project involves decorative lights, pedestrian signage, appropriate landscape buffer, attractive signage, street furniture, etc., lining both sides of Settlers Landing Road from Eaton Street to Bridge Street and Kings Way from Settlers Landing to Kings Way.	PE 3 RW - CM 497 TO 500 400 EN			400					
Albemarle County Thomas Jefferson Parkway Roadside, Safety, and Aesthetic Improvements and Biking and Hiking Trail	Phase I financing to develop traffic corridor as a true parkway, this will include scenic and safety enhancement of roadside landscape, a bike-hiking trail connecting visitor's center to Monticello a native plant arboretum, scenic overlooks and pond and foot trails.	PE 190 RW 200 CM 1,990 TO 2,380 1,500 EN			1,500					
Arlington County Columbia Pike- Pentagon Trail	1.2 mile 8 foot wide bicycle and pedestrian paths utilizing off-road trails, side roads and both sides of Columbia Pike to provide a safer and more convenient alternative for commuters.	PE 60 RW - CM 240 TO 300 240 EN			240					

TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (In Thousands of Dollars) FY 94 thru FY 99												
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE	
						1992-93	1993-94	1994-95	1995-96	1996-97		
Clarke County Route 7 Beautification Project	Approximately one acre of landscaping at the intersection of Route 7 Bypass and Route 7 Business. This will serve as a Gateway project for the Town of Berryville and Clarke County.	PE - RW - CM 6 TO 4 EN			6							
Shenandoah County Strasburg Museum Strasburg Depot Building	To acquire ownership of the 102-year old Strasburg Depot Building, which houses the Strasburg Museum. Restore, renovate and stabilize this architecturally- significant structure that is showing the effects of old age.	PE 15 RW 125 CM 100 TO 240 127 EN			127							
Town of Colonial Beach Bike/ Pedestrian Pathway	2,400 foot long 8' to 10' wide bike/ pedestrian path parallel to Euclid Avenue from the Bluff Point neighborhood to the Classic Shores neighborhood.	PE 3 RW - CM 32 TO 35 28 EN			28							

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TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (In Thousands of Dollars) FY 94 thru FY 99												
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE	
						1992-93	1993-94	1994-95	1995-96	1996-97		
Town of Crewe Hottoway County	2,640 foot long 6 foot wide path through and around Hagberg Park.	PE RM CM TD 13 13 10 EN			10							
City of Williamsburg James City County and York County Bikeways and Bike Lockers	Phase I financing for 10.0 miles of bikeways which are both separate facilities or paved shoulder lanes.	PE RM CM TD 291 423 1,636 2,350 960 EN			960							
City of Virginia Beach Pungo - Park Connector Trail Facility	6.2 mile long 10 foot wide asphalt surfaced pedestrian/ bicycle trail on abandoned Norfolk/ Southern Railroad right of way. Trail to include two rest stops, appropriate landscaping, interpretive signage and a bridge over West Neck Creek.	PE RM CM TD 59 - 586 645 516 EN			516							

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TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (In Thousands of Dollars) FY 94 thru FY 99												
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE	
						1992-93	1993-94	1994-95	1995-96	1996-97		
City of Richmond James River & Kanawha Canal	Partial funding for the Richmond Riverfront Development Program and the James River and Kanawha Canal/ Triple Cross Connector project which will link two major sections of canal and urban greenway.	PE 500 RW 750 CN 4,350 TO 5,600 1,000 EN			1,000							
City of Alexandria Union Station Rehabilitation and Renovation	Phase I funding for improvements to the main station building and small adjacent building. This main building houses the ticket office, baggage office and passenger facilities.	PE 84 RW - EN 756 TO 840 672 EN			672							
Stephens City Frederick County Main Street Historic District	Improvement of Main Street business area and historic district by completing and upgrading the pedestrian sidewalks, designating a bicycle area and landscaping the designated historic area.	PE 5 RW - CN 70 TO 75 60 EN			60							

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TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (In Thousands of Dollars) FY 94 thru FY 99												
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE	
						1992-93	1993-94	1994-95	1995-96	1996-97		
City of Newport News Historic Hilton Village Facade and Street Improvements	Replacement of existing sidewalks and facade improvements within the historic commercial district. Project to include decorative pavers, landscaping, improved drainage system, handicapped accessibility and street furniture.	PE 50 RY 40 CN 660 TO 750 600 EN			600							
Pulaski County New River Trail Safety/Access	Safety improvements to the New River Trail at intersections with Route 693 and public parking areas at Allisonia and Hiwassee.	PE 5 RY 10 CN 35 TO 50 40 EN			40							
Potomac and Rappahannock Transportation Commission Historic Railway Stations	The rehabilitation of historic train stations at Fredericksburg and Manassas. Both facilitate daily passenger rail service.	PE 75 RY 60 CN 985 TO 1,120 836 EN			836							

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TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (In Thousands of Dollars) FY 94 thru FY 99											
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE
						1992-93	1993-94	1994-95	1995-96	1996-97	
Anella, Appomattox, Cumberland, Dimwiddle, Wattoway, and Prince Edward Counties Route of Lee's Retreat Route of Lee's Retreat Consortium (Phase I)	The first phase will consist of development and painting of informational brochures, planning and design of pull-off sites, route signage, land acquisition and utility relocation.	PE 93 RW 132 CN - TO 225 174 EN			174						
City of Petersburg Appomattox River Heritage Trail	Renovation of historic passenger train station and planning land acquisition and at least partial construction of approximately two miles of pedestrian/bicycle trail along the Appomattox River.	PE 115 RW 150 CN 535 TO 800 640 EN			640						
Town of Warrenton Warrenton Spur Greenway	Conversion of abandoned rail line to trail for educational, historic recreational, natural economic and transportation purposes. Beginning between Franklin and Lee Streets in downtown Warrenton; traversing through town and into the county across Route 29.	PE 20 RW 530 CN 325 TO 875 443 EN			443						

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TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (In Thousands of Dollars) FY 94 thru FY 99												
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE	
						1992-93	1993-94	1994-95	1995-96	1996-97		
Lee County Wilderness Road Project	The acquisition of the historic Karlan property for a visitor information center. The proposed hiking/biking equestrian trail will tie all the components of the park system together. Partial funding.	PE 25 RW - CK 2,050 TO 2,075 360 EM			360							
City of Lynchburg & Amherst County Central Virginia Planning District Commission Conversion of Rails to Trails	A major component of the downtown riverfront revitalization plan includes connecting a natural recreation trail to downtown and providing a connecting link to a proposed city park.	PE 40 RW 95 CK 795 TO 930 744 EM			744							
City of Esperia Train Depot Rehabilitation	To acquire and complete renovation of the interior of the CSX depot according to Department of the Interior standards for historic preservation and current ADA requirements.	PE 23 RW 114 CK 313 TO 450 360 EM			360							

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TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (In Thousands of Dollars) FY 94 thru FY 99										
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE
						1992-93	1993-94	1994-95	1995-96	
Frederick County Sherando Area Pedestrian and Bicycle Facility	Proposed 2.5 mile pedestrian facility will provide a network connection between various high density residential subdivisions along the Route 277 corridor.	PE 18 RW - CN 287 TO 305 171 EN			171					
Smyth County Hungry Mother Creek Trail	The trail will provide a scenic facility for pedestrians and bicyclists and will follow Hungry Mother Park from the entrance to Hungry Mother Park to the Middle Fork of the Holston River, a distance of approximately five miles.	PE 5 RW 60 CN 115 TO 180 120 EN			120					
City of Radford Ingles Ferry - Wilderness Road	A 2,840 foot walking trail to recreate the Wilderness Road travel experience. Also a restored Ingles Ferry will serve as a pedestrian ferry that will carry trail patrons across the New River between Montgomery and Pulaski Counties.	PE 66 RW - CN 104 TO 170 136 EN			136					

TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (In Thousands of Dollars) FY 94 thru FY 99										
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE
						1992-93	1993-94	1994-95	1995-96	
Montgomery County Huckleberry Trail Rails to Trails	A proposed six mile project that will be built on the abandoned Huckleberry Railroad Line between Blacksburg and Christiansburg. The trail originates in downtown Blacksburg, passes through VPI and ends at the New River Valley Mall.	PE 45 RV 10 CN 560 TO 615 453 EN			453					
Wise County Guest River Gorge Rails to Trails	Project runs from Route 72 to the confluence with the Clinch River on an abandoned railroad bed, a distance of about six miles. It is a unique area characterized by high rock bluffs, cascading water and hardwood forest.	PE - RV - CN 135 TO 135 76 EN			76					
Town of Rocky Mount Railway Station	The acquisition, renovation and expansion of the Rocky Mount Railway Station to become a Welcome Center/Arts Museum. Partial funding.	PE 40 RV 75 CN 550 TO 665 54 EN			54					

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TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (In Thousands of Dollars) FY 94 thru FY 99										
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE
						1992-93	1993-94	1994-95	1995-96	
Charlotte County Old Dominion Resource Conservation Southern Virginia Rail - Trail	Rail to trail conversion to connect a significant civil war site and towns; provide bicycle/ pedestrian facilities, preserve and rehabilitate historic site.	PE 138 AM 1,008 CN 659 TO 1,805 781 EN			781					
County of Spotsylvania Central Railways Trails	Phase I of the bicycle/pedestrian corridor consists of constructing a 1.25 mile section that will provide access from residential areas to commercial and recreational facilities.	PE 10 RW - CN 220 TO 230 182 EN			182					
Fairfax County Braddock District Tree Plant Project Tree Planting	Surround previously planted trees with shrubs and perennials on five medians on Braddock Road and Burke Lake Road.	PE - RW - CN 15 TO 15 12 EN			12					

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TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (In Thousands of Dollars) FY 94 thru FY 99											
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE	
						1992-93	1993-94	1994-95	1995-96		1996-97
VDOT Projects Wildflower Planting	Additional and more dramatic wildflower plantings on Interstate and Primary routes statewide.	40 - 635 675 539 EN			539						
City of Richmond Entrance to City of Richmond	Complete landscape/ streetscape treatment to improve the aesthetics of the entryway corridor on I-64 west from Nine Mile Road through I-64/I-95 interchange and Belvidere Interchange down to Canal Street. Phase funding.	290 - 2,610 2,900 232 EN			232						
City of Suffolk I-664/ Route 164 Interchange Landscaping Project	Will provide visual and psychological screening for the Wynewood Forest residents as well as enhance the aesthetic appearance of the interchange area. Phase funding.	36 - 304 340 108 EN			108						

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TRANSPORTATION ENHANCEMENTS FEDERAL FUND ALLOCATION (In Thousands of Dollars) FY 94 thru FY 99												
LOCATION/ APPLICANT/ PROPOSED IMPROVEMENT	DESCRIPTION	TOTAL COST	PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION (Federal Share) 1991-92	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE	
						1992-93	1993-94	1994-95	1995-96	1996-97		
Route 58 Talking Highway Interpretation Program	Planning and development of a Traveler's Information System "Talking Highway" focusing on the interpretation of Virginia's natural and historic resources along Route 58 from Cumberland Gap to Hampton Roads.	PE 85 RH - CN - TO 85 67 EN			67							
	Future Enhancement Projects to be Determined				6,362							
					21,186	7,450	9,492	9,492	7,450	7,450		

10-21-93

WHEREAS, the Advisory Committee has devoted numerous hours to examining the applications and discussing the merits of individual projects; and

WHEREAS, the Advisory Committee was able to recommend projects that are distributed geographically, represent a broad spectrum of eligible activities, and are within the limits of available funding.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board offers its heartfelt appreciation to this committed group of volunteers comprising the Enhancement Advisory Committee for faithfully discharging its duties and completing its mission for the Commonwealth of Virginia.

Motion carried.

On motion of Mr. Rhea, seconded by Mrs. Miller, the Safety Improvement Program was approved and is to be included as a part of the Six-Year Improvement Program.

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

WHEREAS, the Commonwealth Transportation Board (the "Board") and the State Route 28 Highway Transportation Improvement District (the "District") entered into a Contract, dated September 1, 1988 (the "Original Contract"), providing for improvements to State Route 28 in Fairfax and Loudoun Counties with the District agreeing to request the Boards of Supervisors of Fairfax and Loudoun Counties to levy a special improvements tax and collect special tax revenues in accordance with the District Act, and to have such revenues paid to or at the direction of the District to finance a portion of the costs of the improvements to State Route 28; and

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HAZARD ELIMINATION SAFETY IMPROVEMENT PROGRAM (In Thousands of Dollars) FY94 thru FY99													
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST				PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE
		PLANNING	ENGINEER	PE	RW				1994-95	1995-96	1996-97	1997-98	
11 - Smyth Install Left-Turn Lane	Intersection Route 775	PE RW CN TO	5 - 46 51	-	-	51	0011-086-V07, PE101						
91 - Washington Improve Alignment and Widen Pavement	Intersection Route 734 - 0.1 Mile North Intersection Route 762	PE RW CN TO	- 105 500 605	-	-	605							
- Spotsylvania Install Raised Median, Upgrade Curb & Gutter, Add Sidewalk	Route F-692 - 0.5 Mile North Route 636	PE RW CN TO	75 200 225 500	-	-	500	0001-088-V15, PE101, RM201						
218 - Stafford Construct Left Turn Lane	2.0 Miles West Route 1161 - 2.0 Miles East Route 1161	PE RW CN TO	60 160 180 400	-	-	400	88	312					
58 - Pittsylvania Improve Sight Distance on Eastbound Lane by Raising Grade	Intersection Route 863	PE RW CN TO	2 - 40 42	-	-	42	0058-071-S13, PE101						
360 - Halifax Install Left & Right Turn Lane, Improve Channelization Install Signal		PE RW CN TO	8 12 215 235	-	-	235	0360-041-V13, PE101, RM201, MS01						

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HAZARD ELIMINATION SAFETY
IMPROVEMENT PROGRAM
(In Thousands of Dollars)
FY94 thru FY99

ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98	1998-99	
50 - Arlington Install Raised Concrete Median to Restrict Left Turns	0.3 Mile West Route 27 - North Irving Street	PE RW CN TO	60 20 406 486	-	486	-	486					
1 - Chesterfield Fifth Turn Lane	Gayland Avenue - Ellingham Avenue	PE RW CN TO	150 400 450 1,000	-	1,000	1,000						
5 - Henrico Construct Third Lane for 2-Way Left Turn	Mill Lane - Strath Road	PE RW CN TO	30 150 360 480	-	480	480						
145 - Chesterfield Continue 4 Lanes and Signalize	0.4 Mile North Routes 144/145 - 0.2 Mile South Route 144/145	PE RW CN TO	340 2,057 1,689 4,086	1,747	2,339	2,339						
122 - Bedford Widen Pavement	0.3 Mile North Route 801 - 0.3 Mile South Route 801	PE RW CN TO	1 - 29 30	-	30	30						
460 - Bedford Modify Cross- Over and Turn Lane	Route B11 - 1.0 Mile West Campbell County Line	PE RW CN TO	2 - 28 30	-	30	30						

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**HAZARD ELIMINATION SAFETY
IMPROVEMENT PROGRAM
(In Thousands of Dollars)
FY94 thru FY99**

ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADD'L FUNDING REQUIRED SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE	
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98		1998-99
56 - Rockbridge Remove Rock Outcrop, Widen Shoulders, Install Guardrail	1.0 Mile East Steeles Tavern - Nelson County Line	PE RW CN TO	14 - 131 145	-	145	-	145					
13 - Accomack Superlevate Curve and Construct Continuous Left Turn Lane	0.3 Mile South Route 703 - 0.1 Mile North Route 703	PE RW CN TO	5 - 90 95	-	95	-	95					
258 - Isle of Wight Widen Pavement for Continuous Left Turn Lane	Intersection Route 655 - 0.5 Mile West Route 655	PE RW CN TO	35 469 250 734	-	734	734						
						0056-081-V02, PE101						
						0013-001-V16, PE101, M501						
						0258-046-V11, PE101, RW201, M501						

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RAIL/HIGHWAY GRADE CROSSING
SAFETY IMPROVEMENT PROGRAM

FY94 thru FY99

ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE	
		PLANNING	ENGINEER				1994-95	1996-97	1997-98	1998-99		
1717 - Washington	Add Gates & Upgrade Flashing Lights (DOT # NS469830C)	PE RW CN TO	82		82	82						
625 - Washington	Add Gates & Upgrade Flashing Lights (DOT # NS469831J)	PE RW CN TO	82		82	82						
738 - Washington	Flashing Lights & Gates (DOT # NS469799T)	PE RW CN TO	84		84	84						
669 - Washington	Add Gates & Upgrade Flashing Lights (DOT # NS469829H)	PE RW CN TO	83		83	83						
628 - Fauquier	Flashing Lights & Gates (DOT # SOU714375L)	PE RW CN TO	74		74	74						
690 - Orange	Flashing Lights & Gates (DOT # CSK225172G)	PE RW CN TO	83		83	83						

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RAIL/HIGHWAY GRADE CROSSING SAFETY IMPROVEMENT PROGRAM FY94 thru FY99												
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE	
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98		1998-99
622 - Charlotte	Flashing Lights (DOT # S0U7141060)	PE RW CN TO	55		55	55						
619 - Prince William	Crossing Sight Improvement (DOT # S0U714611R)	PE RW CN TO	50		50	0622-019-S52, FS711						
604 - Powhatan	Add Gates & Upgrade Flashing Lights (DOT # S0U7152300)	PE RW CN TO	79		79	0619-076-S90, FS718						
1212 - Augusta	Flashing Lights (DOT # NM46815PP)	PE RW CN TO	51		51	0604-072-S48, FS705						
610 - City of Suffolk/ Mansemond	Flashing Lights (DOT # CSX623796V)	PE RW CN TO	63		63	0610-061-S83, FS725						
669 - Accomack	Flashing Lights (DOT # ESHR32145S)	PE RW CN TO	55		55							

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RAIL/HIGHWAY GRADE CROSSING SAFETY IMPROVEMENT PROGRAM FY94 thru FY99													
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE	
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98	1998-99		
	Future Projects to be Determined					1,252	5,585						
	Total Safety Improvements					7,450	7,400	9,492	9,492	7,450	7,450		

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HIGH SPEED RAIL PROGRAM SECTION 1010 PROGRAM (In thousands of dollars) FY94 thru FY99												
ROUTE COUNTRY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE	
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98		1998-99
626 - Manover	Constant Warning Detectors (12" Lens) (860-445X)	PE RW CN TO	35	-	35	35						
722 - Caroline	Grade Seperation (860-534X)	PE RW CN TO	35	-	35	35						
623 - Manover	Constant Warning Detectors (12" Lens) (860-443J)	PE RW CN TO	35	-	35	35						
636 - Spotsylvania	Constant Warning Detectors (12" Lens) (860-557M)	PE RW CN TO	45	-	45	45						
605 - Caroline	Constant Warning Detectors (12" Lens) (860-539Y)	PE RW CN TO	45	-	45	45						
606 - Caroline	Constant Warning Detectors (12" Lens) (860-545C)	PE RW CN TO	45	-	45	45						

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HIGH SPEED RAIL PROGRAM SECTION 1010 PROGRAM (In Thousands of Dollars) FY94 thru FY99												
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS				BALANCE TO COMPLETE	
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98		1998-99
Mill Road - Henrico	Constant Warning Detectors (12" Lens) (860-441V)	PE RW CN TO	35	-	35	35						
Henry Ave. - Ashland	Constant Warning Detectors (12" Lens) (860-513V)	PE RW CN TO	45	-	45	45						
609 - Caroline	Constant Warning Detectors (12" Lens) (860-541A)	PE RW CN TO	45	-	45	45						
626 - Caroline	Constant Warning Detectors (12" Lens) (860-542B)	PE RW CN TO	45	-	45	45						
660 - Caroline	Constant Warning Detectors (12" Lens) (860-547R)	PE RW CN TO	45	-	45	40	5					
668 - Spotsylvania	Constant Warning Detectors (12" Lens) (860-548X)	PE RW CN TO	45	-	45	-	45					

DRAFT

OCT 1 1993

HIGH SPEED RAIL PROGRAM SECTION 1010 PROGRAM (In Thousands of Dollars) FY94 thru FY99													
ROUTE COUNTY/CITY TYPE LENGTH	DESCRIPTION	ESTIMATED COST		PREVIOUS FUNDING	ADD'L FUNDING REQUIRED FUND SOURCE	ACTUAL ALLOCATION 1993-94	PROJECTED ALLOCATIONS					BALANCE TO COMPLETE	
		PLANNING	ENGINEER				1994-95	1995-96	1996-97	1997-98	1998-99		
	Total High Speed Rail					450	50						
	Grand Total Safety Funding					7,900	7,450	9,492	9,492	7,450	7,450		

10-21-93

WHEREAS, on September 19, 1988, the Board issued its \$138,483,372.25 Commonwealth of Virginia Transportation Contract Revenue Bonds, Series 1988 (Route 28 Project) (the "Series 1988 Bonds"), to finance a portion of the costs of the improvements to State Route 28 and on April 23, 1992, the Board issued its \$111,680,000 Commonwealth of Virginia Transportation Contract Revenue Refunding Bonds, Series 1993 (Route 28 Project) (the "Series 1992 Bonds") to refund the outstanding Series 1988 Bonds and to pay issuance costs; and

WHEREAS, the Board and the District entered into a First Amendment to the District Contract, dated as of April 1, 1992 (the "First Amendment") to make certain changes necessary to reflect the issuance of the Series 1992 Bonds and the refunding of the Series 1988 Bonds; and

WHEREAS, Chapter 870 of the Acts of Assembly of 1993 amended the Act to provide for lump-sum payments by landowners in connection with the rezoning of land in the District from commercial and industrial use to residential use; and

WHEREAS, the Board and the District now desire to enter into this Second Amendment to provide for lump-sum payments by landowners of commercially and industrially zoned land in the District in connection with the rezoning of such land for residential use and to make certain other changes.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board approves the form and content of the Second Amendment to the Route 28 Transportation Improvement District Contract; and

BE IT FURTHER RESOLVED, that the Chairman is hereby authorized to affix his signature to execute the Second Amendment to the Contract on behalf of the Board.

Motion carried.

SECOND AMENDMENT TO DISTRICT CONTRACT

THIS SECOND AMENDMENT TO THE DISTRICT CONTRACT (this "Second Amendment") is made as of September 1, 1993, between the COMMONWEALTH TRANSPORTATION BOARD (the "Board") and the STATE ROUTE 28 HIGHWAY TRANSPORTATION IMPROVEMENT DISTRICT (the "District").

RECITALS

A. The Board and the District entered into a Contract, dated as of September 1, 1988 (the "Original Contract"), providing for improvements to State Route 28 in Fairfax and Loudoun Counties. Under the Original Contract, the District agreed to request the Boards of Supervisors of Fairfax and Loudoun Counties to levy a special improvements tax and collect special tax revenues in accordance with the District Act, and to have such revenues paid to or at the direction of the District to finance a portion of the costs of the improvements to State Route 28.

B. On September 29, 1988, the Board issued its \$138,483,372.25 Commonwealth of Virginia Transportation Contract Revenue Bonds, Series 1988 (Route 28 Project) (the "Series 1988 Bonds"), to finance a portion of the costs of the improvements to State Route 28. On April 23, 1992, the Board issued its \$111,680,000 Commonwealth of Virginia Transportation Contract Revenue Refunding Bonds, Series 1992 (Route 28 Project) (the "Series 1992 Bonds") to refund the outstanding Series 1988 Bonds and to pay issuance costs.

C. The Board and the District entered into a First Amendment to the District Contract, dated as of April 1, 1992 (the "First Amendment"), to make certain changes necessary to reflect the issuance of the Series 1992 Bonds and the refunding of the Series 1988 Bonds.

D. Chapter 870 of the Acts of Assembly of 1993 amended the Act to provide for lump-sum payments by landowners in connection with the rezoning of land in the District from commercial and industrial use to residential use.

E. The Board and the District now desire to enter into this Second Amendment to provide for lump-sum payments by landowners of commercially and industrially zoned land in the District in connection with the rezoning of such land for residential use and to make certain other changes.

NOW, THEREFORE, in consideration of the foregoing and the mutual representations, warranties and agreements contained in this Second Amendment, the Board and the District agree as follows:

ARTICLE I

DEFINITIONS

Section 1.1. Definitions. Except as modified by or otherwise defined in this Second Amendment, terms used in this Second Amendment have the same meaning as set forth in the Original Contract and the Trust Agreement (as defined in the Original Agreement). In addition, the following terms have the following meanings:

"District Contract" means the Original Contract as amended by the First Amendment and this Second Amendment.

"Second Amendment" means this Second Amendment to the District Contract, dated as of September 1, 1993, between the Board and the District.

ARTICLE II

REPRESENTATIONS

Section 2.1. Representations of Board. The Board makes the following representations in connection with its undertakings under this Second Amendment:

(a) The Board is duly organized under the Board Statute.

(b) The Board (i) has the power to enter into and to carry out its obligations under this Second Amendment and (ii) by proper action has duly authorized the execution and delivery of and the performance of its obligations under this Second Amendment.

(c) The Board is not in default in the payment of the principal of or interest on any indebtedness for borrowed money and is not in default under any instrument under or subject to which any indebtedness for borrowed money has been incurred, and no event has occurred and is continuing under the provisions of any such agreement that with the lapse of time or the giving of notice, or both, would constitute or result in such an event of default.

(d) The execution and delivery of and compliance by the Board with the terms and conditions of this Second Amendment will not conflict with or constitute or result in a default under, or violation of, (i) the Board Statute or any other existing law, rule or regulation applicable to the Board or (ii) any indenture, deed of trust, lien, lease, contract, note, order, judgment, decree or other agreement, instrument or restriction of any kind to which the Board or any of its assets is subject, and no event has occurred and is continuing that with the lapse of time or the giving of notice, or both, would constitute or result in such a default or violation.

(e) No further approval, consent or withholding of objection on the part of any regulatory body or any federal, state or local official is required as a condition precedent to the execution or delivery of or performance by the Board of its obligations under this Second Amendment.

(f) No litigation, inquiry or investigation of any kind in or by any judicial or administrative court or agency is pending or, to the Board's knowledge, threatened against it with respect to (i) the creation and existence of the Board, (ii) its authority to execute and deliver this Second Amendment, (iii) the validity or enforceability of this Second Amendment, (iv) the title of any officer of the Board who executed this Second Amendment, or (v) any authority or proceedings related to the execution and delivery of this Second Amendment on behalf of the Board, and no such authority or proceeding has been repealed, revoked, rescinded or amended, but each is in full force and effect.

Section 2.2. Representations of District. The District makes the following representations in connection with its undertakings under this Second Amendment:

(a) The District is duly organized under the District Act.

(b) The District (i) has the power to enter into and carry out its obligations under this Second Amendment and (ii) by proper action has duly authorized the execution and delivery of and performance of its obligations under this Second Amendment.

(c) The District has no outstanding indebtedness of any kind whatsoever other than its obligations under the District Contract.

(d) The execution, delivery and compliance by the District with the terms and conditions of this Second Amendment will not conflict with, or constitute or result in a default under or violation of, (i) the District Act or any other existing law, rule or regulations applicable to the District or (ii) any

lien, lease, contract, order, judgment, decree or other agreement, instrument or restriction of any kind to which the District or any of its assets is subject, and no event has occurred and is continuing that with the lapse of time or the giving of notice, or both, would constitute or result in such a default or violation.

(e) No further approval, consent or withholding of objection on the part of any regulatory body or any federal, state or local official is required as a condition precedent to the execution or delivery of, or performance by the District in accordance with the terms and conditions of, this Second Amendment.

(f) No litigation, inquiry or investigation of any kind in or by any judicial or administrative court or agency is pending or, to the District's knowledge, threatened against it with respect to (i) the creation and existence of the District, (ii) its authority to execute and deliver this Second Amendment, (iii) the validity or enforceability of any of this Second Amendment, (iv) the title of any officer of the District who executed this Second Amendment, or (v) any authority or proceedings related to the execution and delivery of this Second Amendment on behalf of the District, and no such authority or proceeding has been repealed, revoked, rescinded or amended, but each is in full force and effect.

ARTICLE III

Section 3.1. Amendment to Section 402. Section 402 is amended by deleting "March 1" and substituting "April 1" in lieu thereof.

Section 3.2. Amendment to Section 403. Section 403 of the Original Contract is amended to read in its entirety as follows:

"Section 403. Records and Invoices. The Board shall maintain adequate records of the outstanding balance of the District Obligation. On or before March 15 of each year, the Board shall notify the District of the current amount of the District Obligation so that by April 1 of each year the District can request the Boards of Supervisors to levy the Special Improvements Tax sufficient to meet the requirements of this Contract. On or before April 15 and October 15 of each year, the Board shall forward to the District an invoice in substantially the form set forth on Appendix C to the Contract setting forth the District Obligation. The invoice shall indicate the portion of the District Obligation for the current Fiscal Year and the portion, if any, of the District Obligation which has been carried forward from prior years."

Section 3.3. Amendment to Section 406. Section 406 of the Original Contract is amended to read in its entirety as follows:

"Section 406. Zoning Changes. (a) Subject to subsection (b) of this Section, in the event Fairfax or Loudoun County changes the classification of property within the District which is zoned for commercial or industrial use or used for such purposes, then the provisions of the District Act or any other applicable provision of the Virginia Code, as any such provision may be amended from time to time, shall apply.

(b) If Fairfax or Loudoun County changes the zoning classification for any property within the District from commercial or industrial use to residential use upon the written request or approval of the owner of such property, the County making the zoning change shall require the payment to the County by the property owner of a sum representing the present value of the future Special Improvement Taxes estimated in accordance with the formula set forth in Exhibit A to this Second Amendment to be lost as a result of such zoning change. The change in zoning classification shall not become effective until the payment required by this subsection has been made. Special Improvement Taxes for the then current year previously paid with respect to the property for which such a change in zoning classification is being made may be credited toward the amount of the payment required by this subsection on a prorated basis. Any amounts paid to Fairfax or Loudoun County pursuant to this subsection shall be paid by the County receiving the payment directly to the Board by the first day of each month, but in no event later than 45 days after receipt, and will be credited by the Board toward the District Obligation. At the time of each such payment, the County making the payment will identify the amount being paid pursuant to this subsection.

ARTICLE IV

MISCELLANEOUS

Section 4.1. Effect of Amendments. The Original Contract will be deemed to be modified and amended in accordance with the provisions of this Second Amendment. The respective rights, duties and obligations of the Board and the District under the Original Contract will hereafter be determined, exercised and referenced in accordance with the provisions of the Original Contract as modified by the First Amendment and this Second Amendment. Except as modified and amended by the First Amendment and this Second Amendment, the Original Contract remains in full force and effect.

IN WITNESS WHEREOF, the Board and the District have caused this Second Amendment to be executed on their behalf by their duly authorized officers.

COMMONWEALTH TRANSPORTATION BOARD

By: _____
Chairman

STATE ROUTE 28 HIGHWAY
TRANSPORTATION IMPROVEMENT DISTRICT

By: _____
Chairman

CTB\CTB101.SAC

Residential Rezoning Formula

Purpose:

Implementation of a policy which permits rezoning of commercially and industrially zoned land in the District to residential without any loss to the Tax District of Special Improvement Taxes.

Formula:

This formula assesses a buy-out payment based on a parcel's proportionate share of the total amount remaining to be paid on the District's debt service obligation. The share is to be calculated using two factors: the base share and a growth factor:

(1) Base share: The parcel's current value as a percentage of the total value of the District property within the County.

(2) Growth factor: A factor to capture the implicit development potential of the parcel which will be withdrawn from the District's tax base.

This concept is based upon the assumption that, despite future changes in assessed value, growth rates and tax rates, the proportionate share of Special Improvement Taxes paid with respect to any given parcel in comparison to all other parcels over the life of the District Obligation is not likely to change significantly as the parcel and the total District grow in value together. In order to account for the potential difference in value between an undeveloped parcel and the future value of its contribution as a developed parcel, a growth factor will be calculated to minimize the impact on the parcels remaining in the District which are or will be developed.

Computation:

Step 1: Base Share

- (a) Base Share = assessed value of parcel ÷ assessed value of District property within the County.

[Note: assessed value for the tax year in which rezoning occurs (the "Base Year")]

Step 2: Growth Rate Differential

- (a) Assumed Total Buildout in District:
Fairfax = 44,500,000 square feet
Loudoun = 31,600,000 square feet
Total = 76,100,000 square feet

County Share of Total Buildout:

Fairfax = 58.5%
Loudoun = $\frac{41.5\%}{100.0\%}$

(b) Remaining Buildout Percentage = Assumed Total Buildout for District property in County - Current Buildout in Base Year for District property in County ÷ Total Buildout for District property in County.

(c) Growth Rate Differential = $1 \div$ Remaining Buildout Percentage.

Step 3: County Share of District Obligation

(a) County Share of District Obligation = District Obligation (based on the most recent report provided by the Board*) x County Share of Total Buildout.

Step 4: Parcel Obligation Remaining

(a) Parcel Share (in NPV to 1988) = Base Share (Step 1) x Growth Rate Differential (Step 2) x County Share of District Obligation (Step 3).

(b) Parcel Obligation = Future value of Parcel Share from September 1, 1988, to March 31, 1992 at the rate of 7.75257% and from April 1, 1992 to the computation date of 6.40488%.

Step 5: Payment Per Unit = Parcel Obligation (Step 4(b) ÷ number of future dwelling units).

First Hypothetical Example (Fairfax County 1992 Rezoning):

In this example, it is assumed that there are 35 acres located in Fairfax County valued at \$15,000,000 and the request is to rezone to a residential classification to allow 400 dwelling units on that parcel. It is also assumed that the assessed value of the District property within the County is \$1.701 billion and that the Current Buildout in the Base Year for the District property in the County is 14.86 million square feet. The assumed computation date is October 1, 1992.

Step 1: Base Share = $\frac{\$15,000,000}{\$1.701 \text{ billion}} = 0.0088$

* Currently, this figure is reflected on line 10 of the District Invoice.

- Step 2 (b): Remaining Buildout Percentage =

$$\frac{44.5 \text{ mil. sq. ft.} - 14.86 \text{ mil. sq. ft.}}{44.5 \text{ mil. sq. ft.}} = 0.666$$
- Step 2 (c): Growth Rate Differential = $1.00 \div 0.666 = 1.5013$
- Step 3: Fairfax County Share of Total Buildout = 58.5% (44.5 Fairfax County \div 76.1 Total)
- District Obligation = $0.80^1 \times \$120,648,304^1 =$
 $\$ 96,518,643$
 $- 23,596,779$ (actual payments made through 10/1/92)
 $\$ 72,921,864$
- County Share of District Obligation = $\$72,921,864 \times$
 $0.585 = \$42,641,563$
- Step 4 (a): Parcel Share = $0.0088 \times 1.5013 \times \$42,641,563 =$
 $\$564,549$
- Step 4 (b): Parcel Obligation = $\$563,666$ inflated at 7.75257%
from September 1, 1988 to March 31, 1992 and
6.40488% from April 1, 1992 to October 1, 1992 =
 $\$760,917$
- Step 5: Payment Per Unit = $\$760,917 \div 400 = \$1,902$

Second Hypothetical Example (Loudoun County 1992 Rezoning):

This example represents a composite of several properties which are likely to seek residential rezoning. In this example, it is assumed that there are 50.34 acres located in Loudoun County valued at \$5,353,700 and the request is to rezone to a residential classification to allow 803 dwelling units on that parcel. It is also assumed that the assessed value of the District property within the County is \$1.235 billion and that the Current Buildout in the Base Year for the District property in the County is 7.8 million square feet. The assumed computation date is October 1, 1992.

- Step 1: Base Share = $\$5,353,700 \div \$1.235 \text{ billion} = 0.00433$
- Step 2 (b): Remaining Buildout Percentage =

$$\frac{31.6 \text{ mil. sq. ft.} - 7.8 \text{ mil. sq. ft.}}{31.6 \text{ mil. sq. ft.}} = 0.7532$$
- Step 2 (c): Growth Rate Differential = $1.00 \div 0.7532 = 1.3277$
- Step 3: Loudoun County Share of Total Buildout is 41.5% (31.6 Loudoun County \div 76.1 Total)

District Obligation = $0.8^1 \times \$120,648,304^2 =$
 \$ 96,518,643
 - 23,596,779 (actual payments made through 10/1/92)
 \$ 72,921,864

County Share of District Obligation = $\$72,921,864 \times$
 $0.415 = \$30,280,301$

Step 4(a): Parcel Share = $0.00433 \times 1.3277 \times \$30,280,301 =$
 \$174,284

Step 4(b): Parcel Obligation = \$174,284 inflated at the rate
 of 7.75257% from September 1, 1988 to March 31,
 1992 and 6.40488% from April 1, 1992 to October 1,
 1992 = \$234,905

Step 5: Payment Per Unit = $\$234,905 \div 803 = \292

¹ .80 represents the District's share of the total debt
 service obligation for the Series 1992 Bonds.

² NPV of debt service on Series 1992 Bonds.

Note: The numerical values in the hypothetical examples above
 were derived through the use of a Lotus spread sheet by
 VDOT.

10-21-93

Moved by Mrs. Brooks, seconded by Mr. Mastracco, that the Board approve the report of the Internal Audit Committee which met on September 15, 1993, with the Commissioner and with members of the Internal Audit Division. The Committee reviewed the Human Resources Division report, Powhite Parkway Extension report and the Norfolk-Virginia Beach Expressway report. The Committee accepts as adequate the actions taken, or to be taken, on these reports. Resolved follow-up on the Transportation Planning Division, Equal Employment Opportunity, Maintenance Management Program, Program/Project Management System, Card-key, Telecommunications Network, Petty Cash, Leave and Overtime and Accounts Receivable reports was also presented and discussed with the Committee. The Committee accepts as adequate the actions taken on the recommendations presented.

Motion carried.

General Charles E. Williams, Chief Operating Officer of the Toll Road Investors Partnership II, L.P. ("TRIP II") spoke to the Board Members at the Workshop on Wednesday, October 20, regarding the status of the Dulles Toll Road Extension project. Following that presentation, Mrs. Miller asked General Williams several questions regarding minority participation on the project. Mrs. Miller felt some her questions were left unanswered and expressed her displeasure during the Board Meeting. On motion of Mr. Davies, seconded by Mrs. Miller, the Attorney General's Office staff was asked to work with VDOT staff to prepare a letter from the Chairman to General Williams reiterating the questions.

10-21-93

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

WHEREAS, this Board has approved resolutions authorizing the construction of the Dulles Toll Road Extension as a private Toll Road by Toll Road Investors Partnership II; and

WHEREAS, Toll Road Investors Partnership II has indicated that financial closing to fund the project has been completed; and

WHEREAS, Toll Road Investors Partnership II has committed to VDOT by letter of September 29, 1993, attached hereto, that in no event will the Commonwealth be liable for repayment of Senior Lenders from any source other than condemnation proceeds in the event the Commonwealth exercises the power of eminent domain with respect to the Dulles Toll Road Extension; and

WHEREAS, on September 29, 1993, the Chairman of this Board provided a letter to Toll Road Investors Partnership II relating to default provisions.

NOW, THEREFORE, BE IT RESOLVED that this Board ratifies and confirms the Chairman's letter dated September 29, 1993, to Toll Road Investors Partnership II which is attached hereto and made part of this resolution; and

BE IT FURTHER RESOLVED that in no event will the Commonwealth be liable for repayment of Senior Lenders from any source other than condemnation proceeds in the event the Commonwealth exercises the power of eminent domain with respect to the Dulles Toll Road Extension.

Motion carried. Mr. Kay made the disclosure that he had been a property owner along the proposed Dulles Toll Road Extension and filed a statement for the record indicating he was able to "participate in this transaction fairly, objectively and in the public interest".



September 29, 1993

The Honorable John G. Milliken
Secretary of Transportation
Commonwealth of Virginia
Office of the Governor
Richmond, Virginia 23219

Re: Dulles Toll Road Extension

Dear Mr. Milliken:

This letter serves to confirm the understanding and agreement of Toll Road Investors Partnership II, L.P. ("TRIP II") that in the event TRIP II's Certificate of Authority is revoked by the State Corporation Commission of the Commonwealth of Virginia and TRIP II transfers all of its right, title and interest in the assets of TRIP II to the Virginia Department of Transportation ("VDOT"), as required by Va. Code Ann. § 56-549, VDOT's compensation to TRIP II for TRIP II's assets, shall, in no event exceed the actual value of the assets at the time of the transfer, after deducting the amount of the obligations to the Senior Secured Lenders which the Commonwealth assumes in connection with the transfer. For example, if, at the time of the transfer, the actual value of the assets is \$300,000,000 and the obligations to the Senior Secured Lenders which the Commonwealth assumes in connection with the transfer is equal to \$305,000,000, then TRIP II shall not be entitled to any compensation or payment in connection with the transfer of the assets.

It is also understood and agreed that, by execution hereof, this letter of understanding shall constitute a binding agreement and understanding of TRIP II and that it is being relied upon by the Virginia Department of Transportation and the Commonwealth of Virginia in connection with the execution of the Comprehensive Agreement.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles E. Williams", written in a cursive style.

Charles E. Williams
Chief Operating Officer



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219

JOHN G. MILLIKEN
CHAIRMAN

September 29, 1993

General Charles E. Williams
Chief Operating Officer
TRIP II
109 Carpenter Drive, Suite 200
Sterling, Virginia 20164

Dear Chuck:

It has been a pleasure dealing with you and your staff in the development of the "Dulles Greenway" and I look forward to attending the groundbreaking ceremonies on September 29, 1993. I would like to assure Toll Road Investors Partnership II, L.P. ("TRIP II") and its senior secured lenders, particularly, that the Commonwealth remains strongly committed to this historic process of establishing a private toll road. I want to confirm that the Commonwealth will make every effort to cooperate with the operation of the private toll road and that I will take a personal interest in leading that cooperative attitude.

I would like to take this opportunity to resolve certain issues you raised at our meeting on September 20, 1993, concerning the "Dulles Greenway." In the event that TRIP II (or its senior secured lenders or their collateral trustee) fails to cure a default in accordance with the provisions of Section XVI of the Comprehensive Agreement and the State Corporation Commission ("SCC"), revokes the Certificate of Authority pursuant to the Virginia Highway Act (the "Act"), TRIP II shall be obligated to grant, pursuant to the Act, to the Virginia Department of Transportation ("VDOT") all of its rights, title and interests in the assets of TRIP II. In such event the Commonwealth Transportation Board (the "CTB"), acting on behalf of the Commonwealth, shall be obligated to pay or assume (or to cause VDOT to pay or assume) the obligations of TRIP II to pay its indebtedness to the senior secured lenders (the "Senior Secured Indebtedness"); provided that the Commonwealth shall not be obligated to pay such obligations from sources other than toll revenue; further provided, nothing herein shall be construed to obligate the full faith and credit of the Commonwealth on any financing of TRIP II; and further provided, nothing contained herein shall be construed to limit the Commonwealth's right to exercise the power of eminent domain.

General Charles E. Williams
September 29, 1993
Page 2

In the event the CTB at any time considers changing the toll rate from the rate established by the SCC immediately prior to the transfer of the assets, the CTB agrees to establish toll rates in the public interest after notice and a hearing giving appropriate consideration to the cost of maintaining, repairing and operating the "Dulles Greenway" and the timely repayment of the Senior Secured Indebtedness. This assurance shall survive the termination of the Comprehensive Agreement and, notwithstanding this letter, all rights and interests of the parties as provided in the Act remain in full force and effect.

Please confirm your acceptance of the terms hereof by signing each of the three original counterparts of this letter, return one executed original to me for filing with the permanent records of the Commonwealth, return one for TRIP II's records and second one to the collateral trustee on behalf of the senior secured lenders. Upon such acceptance, the terms of this letter shall be a binding agreement of the CTB, acting on behalf of the Commonwealth, and TRIP II.

This letter agreement may be relied upon, and is intended for the benefit of, TRIP II's senior secured lenders who provide funds for the construction and operation of the "Dulles Greenway" in connection with any financing plan approved by the SCC.

I look forward to the imminent completion of this planning and the development phase, and the initiation of construction.

Sincerely,



John G. Milliken
Secretary of Transportation and
Chairman of the Commonwealth
Transportation Board

General Charles E. Williams
September 29, 1993
Page 3

Accepted and agreed to this
29th day of September, 1993.

Toll Road Investors Partnership II, L.P.

By: Shenandoah Greenway Corporation
a General Partner

By: 

Its: Chief Operating Officer

JGM/cmj

cc: Mr. Ray D. Pethtel
Mr. James F. Hayes

10-21-93

Meeting adjourned at 11:20 a.m.

The next regular meeting will be held at the Virginia Military Institute on Monday, November 15, 1993 at 2:00 p.m.

Approved:


Chairman

Attested:


Secretary