

MINUTES

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Richmond, Virginia

November 19, 1987

The monthly meeting of the Commonwealth Transportation Board was held in the Central Office in Richmond, Virginia, on November 19, 1987, at 10:00 a.m. The chairman, Mr. Ray D. Pethtel, presided.

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

On motion of Mr. Smalley, seconded by Mr. Bacon, the minutes of the meeting of August 20, 1987, were approved.

On motion of Mr. Bacon, seconded by Mr. Smalley, permits issued and canceled from October 15, 1987 to November 18, 1987, inclusive, as shown by the records of the Department, were approved.

Moved by Mr. Musselwhite, seconded by Dr. Thomas, that the Board approve additions and abandonments to the Secondary System from September 17, 1987, to October 27, 1987, inclusive, as shown by the records of the Department.

Motion carried.

11/19/87

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

WHEREAS, by proper resolutions, the Board of Supervisors of Buckingham and Rockbridge Counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts of the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia of 1950, as amended, the following roads be discontinued as parts of the Secondary System of Highways, effective this date:

Buckingham County - Section 4 - Route 731 -
From Route 15 to
0.13 mile southwest
of Route 15 0.13 Mi.

Rockbridge County - Route 608 - From Route 608
to 0.83 mile west Route 608
and 0.37 mile east
Route 706 0.83 Mi.

Motion carried.

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

WHEREAS, with respect to the forthcoming completion of construction of a section of road on new location in Loudoun County, between State Route 287 and existing State Route 7 west of the Town of Round Hill, and in accordance with recommendations by the Department's Engineers, it is deemed necessary to add said road section to the Primary System of Highways as State Route 7; and

WHEREAS, in order to retain route continuity, it is further requested that the present State Route 7 designation, between State Route 287 and State Route 7 west of the Town of Round Hill, be redesignated; and

WHEREAS, in conjunction with the above, it is further requested that the State Route 7 designation overlapping State Route 287, between State Route 7 Business and State Route 7, be eliminated;

11/19/87

NOW, THEREFORE, BE IT RESOLVED, that this Board in accordance with authority entrusted under Section 33.1-34 of the Code of Virginia, as amended, does hereby declare that the section of road as heretofore described shall be added to the Primary System of Highways as State Route 7; and

BE IT FURTHER RESOLVED, that present State Route 7 as described be redesignated as State Route 7 Business; and

BE IT ALSO FURTHER RESOLVED, that the State Route 7 designation overlapping State Route 287 as described be eliminated.

Motion carried.

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

WHEREAS, Route 60 (Old Route 14) in Alleghany County has been altered and reconstructed as shown on plans for Project: 393-D; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.09 mile of old Route 60 (old Route 14) shown in blue and designated as Section one on the plat dated September 8, 1987, Project: 393-D be abandoned as a part of the State Highway System.

Motion carried.

11/19/87

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

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

WHEREAS, certain Local Streets within the corporate limits of the Town of Luray are eligible for such payment; and

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Luray for additional Local Streets totaling 0.92 centerline mile and meeting the required criteria under the aforementioned section of the code, effective July 1, 1988. The additional Local Streets are described on the attached tabulation sheet numbered 4a, dated September 4, 1987.

The Local Streets additions totaling 0.92 centerline mile increases the total mileage to 28.98 centerline miles of approved streets subject to maintenance payments.

Motion carried.

The bids received October 20 and 30, 1987 were approved as noted on the attached sheets numbered 4b-4g.

REQUEST FOR STATE FUNDING FOR DUES FROM
FOR MUNICIPALITY ASSISTANCE PAYMENTS
Sections 22.1-41.1
Code of Virginia

MUNICIPALITY Town of Leary

STREET NAME ROUTE NUMBER	FROM	TO	AVG WIDTH (FEET)	PAVEMENT WIDTH (FEET)	CLINCH. LINE MILES	NUMBER OF LANES	LANE MILES	FUNC. CLASS. (TPD USE ONLY)
STONE BROOK LN.	0.17 MI. W. OF WALLACE RD. TO D.E. @ CULDESAC		50'	30'	0.67	2	1.34	Local
BLUE BELL AVE.	EAST MAIN ST. TO MASSANUTTEN AVE.		50'	30'	0.14	2	0.28	①
PAINTER STREET	0.056 MI. S. OF E. MAIN ST. (RTE. 211) TO 0.166 MI. S. OF E. MAIN ST. (RTE. 211)		50'	30'	0.11	2	0.22	②
				TOTAL	0.92		1.84	
	Notes:							
	① Previously classified as a "Local" Street.							
	② 'Local' Street - please note that the 0.056 mi section from E. Main Street to old C.L. has not been classified.							

* CHECK RESOLUTION & MAP ATTACHED

SIGNED John Christman Sept. 4, 1987
MUNICIPAL ENGINEER

SIGNED D.E. Pugh Oct. 2, 1987
RESIDENT ENGINEER DATE

CLASSIFIED BY George D. Puse 10/26/87
DATE

BIDS RECEIVED OCTOBER 20 & 30, 1987

JOB. DES.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
INTERSTATE PROJECTS							
1	291-87A 0095-029-119.C501	95	Near Van Dorn Interchange Fairfax County Inspection Turnout Facility	AWARD	DANIS INDUSTRIES CORP. DAYTON, OH	3	\$930,000.00
2	648 56N-A-87	495	From: Maryland State Line (Cabin John Br.) To: Int. Rte. 50 Fairfax County Overlay Hwy. Traffic Guide Signs	AWARD	M. H. STORR, INC. SHARPSBURG, NY	3	\$117,430.00
3	738 0077-098-1580-432	77	Toe of Fall Rte. NB I-77 N.P. 21.60 Plythe County Paved Ditch Replacement	AWARD	BRANSCOME CONCRETE CONSTR. LAUREL FORK, VA	4	\$22,150.00
PRIMARY PROJECTS							
1	758 DR-5-87	184	Rte. 184 (Bay Ave.)-Town of Cape Charles Northampton County Storm Drain	AWARD	MARSHALL CONSTR. CO., INC. DANVILLE, VA	3	\$232,481.10
2	293-87A 6058-040-104.C501	58	From: Southampton-Greenville CL To: 2.327 Mi. S. Southampton-Greenville CL Greenville County Cont. Reinf. Conc. Pave. & Drainage Str.	AWARD	J. H. LEE & SONS, INC. COURTLAND, VA	5	\$2,370,969.40

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

BIDS RECEIVED OCTOBER 20 & 30, 1967

JOB. DES.	PROJECT NUMBER	BYE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
3 295-87A	0156-043-105, L801	156	From: U.S. Rte. 60 (Williamsburg Rd.) To: Int. I-64 Interchange Henrico County Landscaping	AWARD	DAVIS BROTHERS NURSERY, INC. ROSE HILL, VA	4	\$63,840.00
4 309-87A	0001-089-1005, SR02	1	Rte. 1 over Photosc Cr. (4.12 Mi. N. NCL Fredericksburg) Stafford County Br. Deck Replacement & Misc. Repr.	AWARD	CENTRAL CONTRACTING CO., INC. FAREVILLE, VA	5	\$230,568.00
5 752	6265-071-101, CS08	265	From: Int. Rte. 58 EBL To: 1.127 Mi. S. of Int. Rte. 58 EBL Fittsylvania County Grade, Drain, Stabilize & Bit. S.T.	AWARD	HAYNES BROTHERS, INC. CHATHAM, VA	7	\$1,226,346.00
6 753	0024-009-108, CS01	24	From: 0.115 Mi. W. Rte. 619 To: 0.149 Mi. E. Rte. 619 Bedford County Grade, Drain, Stabilize & Pave.	AWARD	D.S. WASH CONSTR. CO. & D.S. WASH & MARION D. WASH APPOMATTOX, VA	5	\$274,423.70
7 754	0314-060-106, NS01	314	From: 0.1 Mi. S. Rte. 412 To: 0.61 Mi. S. Rte. 412 Montgomery County Pave. Wid., Drainage & Incide.	AWARD	H & S CONSTR. CO. ROANOKE, VA	4	\$191,223.75
8 14-87C	0060-063-102, W501 0060-063-102, D602	60	Box Culvert & Approaches at Shilince Cr. New Kent County Aggr. Base, Entire Surf. Bit. Top & Drainage Str.	REJECT	ABERNATHY CONSTR. CORP. GLEN ALLEN, VA	1	\$439,931.00
9 216-87B	0022-002-1011, S601	22	Rte. 22 over Turkeyeag Cr. Albemarle County Bit. Conc. Base, Bit. Top & Br. Repr.	REJECT	WILKINS CONSTR. CO., INC. AMHERST, VA	1	\$322,277.50

JOB. DES.	PROJECT NUMBER	RTY. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
10 289-87A	0360-020-120, H501	360	From: 0.1 Mi. N. Int. Rte. 653 (Courthouse Rd.) To: 0.15 Mi. E. Int. Rte. 653 (Courthouse Rd.) Chesterfield County Bit. Conc. Base, Bit Top & Signals	REJECT	APAC-VA., INC. RICHMOND, VA	4	\$427,786.25

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

URBAN PROJECTS

1 107-87A	0001-127-104, C501 0001-127-104, C505 0001-127-104, C504	1 & 301	From: Int. Decatur St. To: Int. Idlewood Ave. City of Richmond Bit. Conc., Bit. Top, Signals, Lighting & Utilities	AWARD	ASSOCIATED MARJON, INC. & MARJON CONTR. CO., INC. & MARJON UTILITIES CO., INC.	3	\$10,562,944.65
2 254-87A	U000-122-120, C501	Herrinac Ave.	From: Herrinac Ave., 0.07 Mi. S. Rte. I-264 To: Ballentine Blvd., 0.08 Mi. N. Rte. 58 City of Norfolk Port. Cas. Conc. Pave. Bit. Top, Inccids. & Signals	AWARD	WILLIAMS CORP. OF VA. NORFOLK, VA	5	\$3,197,910.31
3 305-87A	U000-111-101, C501 U000-111-101, B501	Br. & Approaches over VEPCC Canal City of Fredericksburg	Bit. Conc. Base, Bit. Top & Br	AWARD	UNITED MARJON, INC. & ASSOCIATED MARJON, INC. ASHLAND, VA	4	\$407,150.00

BIDS RECEIVED OCTOBER 20 & 30, 1987

JOB. DES.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
4	755	0011-138-103, C501	11 From: 0.05 MI. S. Int. Rte. 1322 To: 0.14 MI. N. Int. Rte. 1322 City of Winchester Construct Turn Lane	AWARD	L. F. FRANKLIN & SONS, INC. STEPHENSON, VA	3	\$146,178.19
<p>Moved by Dr. Howlette, seconded by Mrs. Kincheloe, that the Board approve the bids listed above for award for the URBAN SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried.</p>							

SECONDARY PROJECTS							
1	300-87A	1108-076-128, C501	1108 From: Int. Rte. 619 To: Int. Rte. 1107 Prince William County Bit. Conc. Base, Bit. Top & Curb. & Gutter	AWARD	CORNAN CONSTR., INC. JESSUP, MD	4	\$384,987.00
2	242-87A	0619-012-208, N501 0619-012-208, N502 0619-012-208, N503 0619-012-208, N504	619 From: 0.028 MI. E. Rte. 621 To: Int. Rte. 644 Brunswick County Aggr. Base & Bit. S.T.	AWARD	BISHOP & SETTLE CONSTR. CO., INC ALBERTA, VA	4	\$315,087.40
3	272-87A	0658-038-226, N501	658 From: 0.2 MI. E. Rte. 739 To: Rte. 16 Grayson County Bit. Conc. Base & Bit. Top	AWARD	H-L CONSTR. & PAVING, INC. CHILDROGIE, VA	5	\$272,128.63

BIDS RECEIVED OCTOBER 20 & 30, 1987

JOB. DES.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
4	290-87A 0621-025-230, N501 0621-025-230, B616 & 0654-025-232, N501 0654-025-232, B618 0687-025-231, N501 0687-025-231, B617	521, 554 & 587	Various Locations Dickenson County Br. & Approaches (3)	AWARD	CLECO CORP. SWORDS CREEK, VA	4	\$322,698.42
5	297-87A 0612-052-P92, N501	512	From: Rte. 654 To: 1.4 Mi. N. Rte. 654 Lee County Aggr. Base & Bit. S. T.	AWARD	LITTLE HENRY'S EXCAVATING & PAVING INC. FOUND, VA	7	\$159,974.35
6	303-87A 0679-086-P93, N501	579	From: S. Int. Rte. 615 To: N. Int. Rte. 615 Sayth County Aggr. Base & Bit. S.T.	AWARD	W-L CONSTR. & PAVING, INC. CHILHOWIE, VA	7	\$237,030.00
7	304-87A 0643-092-P77, N501 & 0608-092-324, N501 508	543 & 508	From: Rte. 655 To: 1.2 Mi. N. Rte. 702 AND From: Rte. 91 To: Rte. 637 Tazewell County Aggr. Base with Bit. S.T.	AWARD	CLECO CORP. SWORDS CREEK, VA	4	\$288,527.35
8	308-87A 0625-013-T73, N501 & 0623-013-T74, N501	625 & 623	From: Rte. 620 To: 1.0 Mi. N. Rte. 620 AND From: Rte. 620 To: 0.95 Mi. S. Rte. 620 Buchanan County Aggr. Base & Bit. Top	AWARD	CLECO CORP. SWORDS CREEK, VA	5	\$312,349.55

BIDS REC [REDACTED] OCTOBER 20 & 30, 1987

JOB. DES.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
9 736	0621-060-156, N503 (SECT. II)	521	From: 6.172 Mi. E. Int. Rte. 490 WBL To: 6.778 Mi. E. Int. Rte. 460 WBL Montgomery County Aggr. Base	AWARD	CLECO CORP. SWORDS CREEK, VA	7	\$173,472.25
10 756	0600-076-264, N501	500	From: Int. Rte. 2010 To: 0.91 Mi. S. Int. Rte. 2010 Prince William County Aggr. Base & Bit. S.T.	AWARD	R. L. RIDER & CO. HARRINGTON, VA	5	\$199,853.50
11 757	0788-076-P73, N501; 0799-5603	788 & 799	Various Locations Prince William County Widen & Upgrade Existing Rd. to Hard Surface	AWARD	R. L. RIDER & CO. HARRINGTON, VA	4	\$206,085.00

Moved by Mr. Musselwhite, seconded by Mr. Malbon, that the Board approve the bids listed above for award for the SECONDARY SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried: Mr. Quicke abstaining on Job. Des. 242-87A, Route 619, Brunswick County.

11/19/87

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

WHEREAS, in order for the Department to meet its responsibilities of relieving congestion, and improving the efficiency of traffic flow on the Dulles Toll Road; and

WHEREAS, in order for the Department to meet the conditions of the Federal Aviation Administration in the approval of the environmental impact statement for the Dulles Toll Road; and

WHEREAS, in accordance with Department policies, a firm proposal has been received from the consulting firm of Castle Rock Consultants, Phoenix, Arizona, for the conceptual development, design, preparation of plans and specifications, and the provision of consultation on the procurement, installation, commissioning, and evaluation of an automatic vehicle identification/electronic toll collection system for the main line and ramps of the Dulles Toll Road. This work is identified as:

Project DT00-96A-101, PE-101, C-501
Fairfax & Loudoun Counties

WHEREAS, the highly specialized nature of work requires augmentation of the Department's staff by specialized engineers not normally maintained on the Department staff; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Memorandum of Agreement with Castle Rock Consultants, which establishes a maximum total compensation not to exceed \$673,317 which includes a net fee of \$49,618.

Motion carried.

11/19/87

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

WHEREAS, construction of the Route 1 and 301 structure over the James River in the City of Richmond, identified as Project 0001-127-104, C502, B601 requires expertise of which the Department is lacking; and

WHEREAS, the firm of Hayes, Seay, Mattern and Mattern of Roanoke, Virginia with subconsultant DRC Consultants of New York City is currently providing required construction services on the project; and

WHEREAS, the contractor not completing the construction project within the allotted time requires that the consultant's inspection personnel be extended on the project for an additional fourteen (14) months; and

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

WHEREAS, the number of shop drawing submissions by the contractor has far exceeded that which would normally be expected and has required considerable extra work by the consultant; and

WHEREAS, careful consideration has been made of these additional required services by the Department and the Federal Highway Administration and just compensation for same in the amount of \$1,585,213.00 is established as set forth in the Supplemental Agreement No. 3 which increases the original compensation from \$2,926,426.00 to \$4,511,639.00;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of a supplemental agreement with Hayes, Seay, Mattern and Mattern in the amount of \$4,511,639.00 which includes a net fee (profit) of \$198,938.00.

Motion carried.

11/19/87

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

WHEREAS, in accordance with Department Policy, a firm proposal has been received from the consulting firm of Post, Buckley, Schuh & Jernigan, Inc. of Arlington, Virginia for engineering services to prepare complete right of way and construction plans in the County of Fairfax. This work is identified as Project 0007-029-117, PE-101; and

WHEREAS, the urgency of commencing, and the time limit to complete the design work requires augmentation of the Department staff; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of an Agreement with Post, Buckley, Schuh & Jernigan, Inc., which establishes a maximum total compensation not to exceed \$644,245, which includes a net fee of \$53,745.

Motion carried.

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

WHEREAS, in accordance with the terms of the Memorandum of Agreement, a firm proposal has been received from the firm of Bechtel Civil and Minerals, Inc., Vienna, Virginia, for additional construction engineering and inspection services, Stage III, in connection with the construction of the Pedestrian Park over Route 66, Rosslyn, identified as Project:

0066-000-102, B698, B699
Arlington County; and

11/19/87

WHEREAS, these additional services are required due to the need for two (2) additional inspectors for a six (6) month period and the extension of time for other inspectors due to delays in construction, and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of a Supplemental Agreement with Bechtel Civil and Minerals, Inc. which increases the maximum total compensation payable by \$473,772.00 including a net fee increase of \$41,244.00. This establishes a new maximum total compensation payable of \$1,094,475.00 which includes a new net fee of \$106,847.00.

Motion carried.

Moved by Mrs. Kincheloe, seconded by Dr. Thomas, that

WHEREAS, in accordance with Department Policy, a firm proposal has been received from the consulting firm of T. Y. Lin International of Alexandria, Virginia for engineering services to prepare complete right of way and construction plans, in the City of Charlottesville and County of Albemarle. This work is identified as Project 0250-104-102, PE-101 and 0250-002-105, PE-101; and

WHEREAS, the urgency of commencing, and the time limit to complete the design work requires augmentation of the Department staff; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of an Agreement with T. Y. Lin International, which establishes a maximum total compensation not to exceed \$619,018, which includes a net fee of \$39,319.

11/19/87

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in the Warrenton Junior High School on October 8, 1987, at 7:30 p.m., for the purpose of considering the proposed location and design of Broadview Avenue (Route 17) from the intersection of Routes 29 Business/211 (Lee Highway) to the north corporate limits of Warrenton in the Town of Warrenton, State Project 0017-156-102, C-501; Federal Project F-117-1(); and

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

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

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

Motion carried.

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

11/19/87

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in the North Stafford High School on September 29, 1987, at 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 751 from 0.06 mile south of Route 610 (at Garrisonville) to 0.71 mile south of Route 610 in Stafford County, State Project 0751-089-P91, 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.

Motion carried.

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

WHEREAS, under authority of Section 33.1-62 of the Code of Virginia of 1950, as amended, the Commonwealth Transportation Board is authorized to designate Virginia Byways as recommended by the Department of Conservation and Historic Resources after providing the opportunity for Public Hearings; and

11/19/87

WHEREAS, the staffs of the Division of Parks and Recreation and the Virginia Department of Transportation have reviewed and determined that Route 20 from the intersection of Route 250 in Albemarle County to the intersection of Route 15 in the Town of Orange in Orange County; and Route 22/231 from the intersection of Route 250 in Albemarle County to the intersection of Route 33 in the Town of Gordonsville in Orange County, substantially meet the adopted criteria for Virginia Byways; and

WHEREAS, the Department of Conservation and Historic Resources on August 28, 1987, recommended to the Virginia Department of Transportation that Route 20 and Route 22/231, heretofore described, be designated as Virginia Byways; and

WHEREAS, the required procedures have been followed and a Public Hearing was not requested;

NOW, THEREFORE, BE IT RESOLVED, that Routes 20 and 22/231, herein described, be designated as Virginia Byways.

Motion carried.

11/19/87

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

that

WHEREAS, in connection with LaPrade Avenue, State Highway Project U000-116-101, RW-201, the Commonwealth acquired certain lands from Ann Hammock by instrument dated November 23, 1982, case for which has been concluded, recorded in Deed Book 177, Page 898; and from J. Harvey Harrison and Rachel P. Harrison by instrument dated October 15, 1982, case for which has been concluded, recorded in Deed Book 177, Page 530. These instruments are recorded in the Office of the Clerk of the Circuit Court of the City of Hopewell; and

WHEREAS, in order to more fully develop the adjacent lands, the adjacent landowner has requested that the excess right of way lying outside the normal right of way limits be conveyed to him; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 2,380 square feet, more or less, and lying north of the north normal right of way limits of LaPrade Avenue, from a point approximately 64 feet opposite approximate Station 37+20 (office revised centerline) to a point approximately 50 feet opposite approximate Station 38+36 (office revised centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

that

WHEREAS, the Commonwealth is the apparent owner of a paper street, a 20-foot wide alley, located in the Hollywood Section of the City of Suffolk; and

WHEREAS, in order to more fully develop his adjacent lands, Mr. Norman Lee, Jr. has requested that the 20-foot wide alley that adjoins his property be conveyed to him; and

11/19/87

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the 20-foot wide alley containing 2,200 square feet, more or less, land, that borders the Norfolk and Western Railroad, Fuller Street and the Lee property does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

that

WHEREAS, in connection with Route 29, State Highway Project 384-A2, the Commonwealth acquired certain lands from Elizabeth C. Yuille, Elizabeth Y. Hill and William R. Hill, Massie Yuille and Arline T. Yuille by deed dated May 1, 1945; and in connection with State Highway Project 0029-062-104, RW-208, from Juliet G. Wills by instrument dated September 11, 1969, case for which has been concluded, recorded in Deed Book 117, Page 211. These instruments are recorded in the Office of the Clerk of the Circuit Court of Nelson County; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that the lands, so acquired, be conveyed to him; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the lands lying southeast of the southeast normal right of way limits of Route 29, from a point approximately 110 feet opposite approximate Station 27+38 (office revised NBL Route 29, Project 0029-062-104, RW-208) to a point approximately 68 feet opposite approximate Station 34+18 (office revised NBL Route 29, Project 0029-062-104, RW-208), containing 1.0 acre, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is approved and the Commonwealth Transportation

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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 requisite.

Motion carried.

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

that

WHEREAS, in connection with Route 95, State Highway Project 0095-016-101, RW-203, the Commonwealth acquired certain lands from Mary M. Baseler by deed dated May 9, 1980, recorded in Deed Book 255, Page 405 in the Office of the Clerk of the Circuit Court of Caroline County; and

WHEREAS, in order to more fully develop the adjacent land, the adjoining landowner has requested that certain excess lands, so acquired, be conveyed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.60 acre, more or less, and lying west of the west normal right of way limits of Route 95, from a point approximately 120 feet opposite approximate Station 1521+90 (Route 95 SBL survey centerline) to a point approximately 120 feet opposite approximate Station 1524+85 (Route 95 SBL survey centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

that

WHEREAS, in connection with Route 208, State Highway Project 0208-088-102, RW-202, the Commonwealth acquired certain lands from Delmas L. Moon and Frances E. Moon by deed dated November 3, 1967, recorded in Deed Book 236, Page 467 in the Office of the Clerk of the

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Circuit Court of Spotsylvania County; and

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

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

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 1.4969 acres, more or less, and lying north of the north normal right of way limits of Route 208, from a point approximately 55 feet opposite approximate Station 225+31.08 (centerline Route 208) to a point approximately 55 feet opposite approximate Station 228+50 (centerline Route 208) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

that

WHEREAS, in connection with Route 7 (formerly Route 43), State Highway Project 643-A, the Commonwealth acquired certain lands from Elfrieda B. Droop and Carl A. Droop by deed dated June 19, 1931, recorded in Deed Book 20, Page 366; and in connection with Project 6007-021-107, RW-201, from George W. Bell, Sr. and Dorothy S. Bell by deed dated December 23, 1969, recorded in Deed Book 86, Page 128. These deeds are recorded in the Office of the Clerk of the Circuit Court of Clarke County; and

WHEREAS, a section of old Route 7, from the new location at Station 382+00 northwesterly 0.07 mile to the new connection opposite Station 380+35, was abandoned by the State Highway Commission on March 21, 1974; and

WHEREAS, the Division of Parks and Recreation has requested that the land so acquired lying between the northeast existing right of way line of Route 7 and the northeast revised right of way line (11/2/87) of Route 7 be conveyed for proposed realignment of the Appalachian Trail; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the excess lands comprising a portion of old Route 7, lying between the northeast existing right of way line and the northeast revised right of way line (11/2/87) of Route 7, from a point approximately 55 feet opposite approximate Station 11+50 (existing Route 7 centerline) to a point approximately 68 feet opposite approximate Station 383+63 (WBL centerline), approximately containing 0.43 acre, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

that

WHEREAS, in connection with Route 8 (formerly Route 23), State Highway Project 139-G, the Commonwealth acquired certain lands from B. T. Mannon and Roxie Mannon by deed dated April 18, 1929, recorded in Deed Book 48, Page 391 in the Office of the Clerk of the Circuit Court of Floyd County; and

WHEREAS, under Project 0008-031-102, RW-203, Route 8 was relocated in a western direction and serves the same citizens as the old location; and

WHEREAS, at the regular meeting of the Board of Supervisors of Floyd County held on the 20th day of May, 1985, a resolution was passed abandoning as a public road the old section of Route 8, confirmed by the State Highway and Transportation Board, effective July 18, 1985; and

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WHEREAS, the adjoining landowner has requested that the Commonwealth convey to him the excess lands in accordance with negotiated agreement for Project 0008-031-102, RW-204; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.51 acre, more or less, and lying east of and adjacent to the east normal right of way limits of Route 8, from a point approximately 70 feet opposite approximate Station 541+35 (Route 8 construction centerline) to a point approximately 100 feet opposite approximate Station 544+90 (Route 8 construction centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said lands in accordance with the provision of Section 33.1-149 of the Code of Virginia (1950), as amended, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed without warranty to the adjoining landowner for a consideration acceptable to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

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

WHEREAS, in connection with Route 29, State Highway Project 6029-015-104, RW-201, the Commonwealth acquired certain lands from Heirs at Law of Lewis Campbell, deceased, and/or Parties Unknown by instrument dated July 19, 1968, case for which has been concluded, recorded in Deed Book 402, Page 540 in the Office of the Clerk of the Circuit Court of Campbell County; and

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

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

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.05 acre, more or less, and lying east of and adjacent to the east normal right of way limits of Route 29, from a point approximately 55 feet opposite approximate Station 741+51 (survey centerline NBL Route 29) to a point approximately 55 feet opposite approximate Station 742+44 (survey centerline NBL Route 29) does not constitute a section of the public road and is deemed

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by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

that

WHEREAS, in connection with Route 295, State Highway Project 0295-042-101, RW-203, the Commonwealth acquired certain lands outside the normal right of way limits from L. S. Abernathy and Mattie C. Abernathy by instrument dated August 28, 1969, recorded in Deed Book 293, Page 594, case for which has been concluded, and by deed dated January 22, 1970, recorded in Deed Book 298, Page 694; and from Alva W. Smith by instrument dated January 8, 1970, recorded in Deed Book 298, Page 213, case for which has been concluded. These instruments are recorded in the Office of the Clerk of the Circuit Court of Hanover County; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that the Commonwealth convey to him the excess right of way and residue parcel lying east of the east normal right of way limits of Route 295; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land lying east of and adjacent to the east normal right of way limits of Route 295, from a point approximately 75 feet opposite approximate Station 20+09 (Ramp "A") to a point approximately 95 feet opposite approximate Station 287+21 (NBL centerline Route 301), containing 3.03 acres, more or less, including a residue parcel which lies outside the right of way line of Route 295 containing 3.56 acres, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed,

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conveying same for a consideration satisfactory to the Department,
subject to such restrictions as may be deemed requisite.

Motion carried.

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

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

WHEREAS, Chesapeake City Council has, by resolution, requested industrial access funds to serve the Sumitomo Machinery Corporation of America to be located in the Cavalier Industrial Park and said access is estimated to cost \$30,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$30,000 of the 1987-88 Industrial Access Fund be allocated to provide adequate access to the proposed Sumitomo Machinery Corporation of America facility located off Holland Boulevard within the Cavalier Industrial Park in the City of Chesapeake, Project 9999-131-116, M501, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth;
2. documentary evidence being provided by Sumitomo Machinery Corporation of America that the construction and operation of its industrial facilities are under firm contract;
3. the City of Chesapeake bearing all ineligible project costs and any portion of eligible project costs in excess of \$30,000; and

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4. the execution of a contractual agreement between the City of Chesapeake and VDOT pertaining to the financing, design, construction, and subsequent maintenance of the proposed access facility.

Motion carried.

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

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

WHEREAS, the Portsmouth City Council has, by resolution, requested industrial access funds to serve the Moon Engineering Company, Inc. which is located adjacent to Harper Road within the City and said access is estimated to cost \$585,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$442,500 (\$300,000 unmatched and \$142,500 dollar-for-dollar match), of the 1987-88 Industrial Access Fund be allocated to provide adequate access to the Moon Engineering Company, Inc. facility located adjacent to Harper Road in the Pinner's Point section of the City of Portsmouth, Project 9999-124-105, M501, contingent upon:

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1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth;
2. a \$142,500 matching contribution being provided by the City of Portsmouth;
3. the City of Portsmouth bearing all ineligible project costs and any portion of eligible project costs in excess of \$585,000; and
4. the execution of an appropriate contractual agreement between the City of Portsmouth and VDOT pertaining to the financing, design, construction, and subsequent maintenance of the proposed access facility.

Motion carried, Mr. Humphreys abstaining and noting for the record that he had also abstained in the committee meeting.

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

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

WHEREAS, on January 15, 1981, the Commonwealth Transportation Board allocated \$118,750 to provide access to the facility of Sterling Enterprises, Inc. and to Pro-Type Industries, Inc., Project 0679-053-221, M501, subject to certain contingencies; and

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WHEREAS, it has been determined that the contingencies of this allocation cannot be met relative to the portion of this project proposed to serve Sterling Enterprises, Inc.; and

WHEREAS, Loudoun County has requested that this project be reduced in scope to the extent necessary to provide access only to Pro-Type Industries, Inc.; and

WHEREAS, the staff of both the Department of Economic Development and the Secondary Roads Division concur in this request.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board's action of January 15, 1981, is hereby amended to reduce the scope of this project to that required to serve Pro-Type Industries, Inc. and that the allocation to this project be reduced to \$80,000.

BE IT FURTHER RESOLVED, that the balance of the original allocation (\$38,750) is hereby returned to the Industrial Access Fund.

Motion carried.

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

WHEREAS, the Board of Supervisors of Wythe County did adopt a resolution by which this Commonwealth Transportation Board was petitioned and requested to designate the bridge crossing the New River on Secondary Route 636 in such a manner as to reflect its geographic significance; and

WHEREAS, the "Lead Mines" was the original county seat of old Fincastle County; and

WHEREAS, the "Lead Mines" was located on the banks of the New River, now Austinville, Virginia; and

WHEREAS, the Fincastle Resolutions, a forerunner of the Declaration of Independence, was signed in 1775 at the "Lead Mines;" and

WHEREAS, the Board of Supervisors of Wythe County has agreed to pay the cost and expense incident to the placement of the markers.

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NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board, in accordance with the authority entrusted under Section 33.1-12(4) of the code of Virginia, does hereby declare that the bridge as requested be named the Lead Mines Bridge; and

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

Motion carried.

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

WHEREAS, on September 10, 1985, information was filed in the United States District Court for the Eastern District of North Carolina charging Atkinson Dredging Company, Inc. and William S. Hull, its president, with a one-count violation of 15 U.S.C. Section 1; and

WHEREAS, on October 22, 1985, both Atkinson Dredging Company, Inc. and William S. Hull pleaded guilty to the charge in the information; and

WHEREAS, because of their guilty pleas, both Atkinson Dredging company, Inc. and William S. Hull were debarred from entering into further contracts with the U. S. Department of the Army; and

WHEREAS, because of their guilty pleas and debarment by the U. S. Department of the Army, on August 20, 1986, the Commissioner debarred Atkinson Dredging Company, Inc. and William S. Hull and removed Atkinson Dredging Company, Inc. from the list of companies prequalified to bid on contracts with the Virginia Department of Transportation; and

WHEREAS, on March 11, 1986, the U. S. Department of the Army entered into an agreement reinstating Atkinson Dredging Company, Inc. as a contractor authorized to bid on contracts with the U. S. Department of the Army; and

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WHEREAS, on September 10, 1987, an administrative hearing was held before the Commissioner of the Virginia Department of Transportation to receive evidence on the request of Atkinson Dredging Company, Inc. and William S. Hull that their debarments be suspended and that Atkinson Dredging Company, Inc. be reinstated to the list of companies prequalified to bid on contracts with the Virginia Department of Transportation;

NOW, THEREFORE, in consideration of the aforementioned evidence and materials submitted by Atkinson Dredging Company, Inc. and William S. Hull, BE IT RESOLVED:

Pursuant to the Policy and Procedures for Debarment of Contractors, the debarment of Atkinson Dredging Company, Inc. and William S. Hull is hereby suspended and Atkinson Dredging Company, Inc. is reinstated as a prequalified contractor to bid upon contracts with the Virginia Department of Transportation. The reinstatement of Atkinson Dredging Company, Inc. is subject to its continued compliance with the terms of its agreement with the Department of the Army, dated March 11, 1986, which are in effect on the date of this Resolution. No further modification of the aforesaid Agreement by the Department of the Army shall be effective to modify Atkinson Dredging Company, Inc.'s obligations to the Virginia Department of Transportation hereunder unless submitted to and approved by the Commissioner.

Motion carried.

Mr. Richard C. Lockwood, Transportation Planning Division Administrator, presented the attached I-66 HOV facility status report (sheets numbered 25a-25g) covering Northern Virginia. Motion was made by Mr. Guiffre, seconded by Mr. Bacon, that the report be accepted.

Motion carried.

I-66 HOV FACILITY STATUS REPORT
NORTHERN VIRGINIA

September - October 1987

This report is a continuation of the monitoring of traffic conditions on the I-66 facility as required by the resolution passed by the Commonwealth Transportation Board on July 17, 1986 following the June 1986 opening of the Metro Orange Line to Vienna. The following is a brief description of traffic operations observed in September and October of 1987 and a comparison of data collected during that period with data collected for the previous two studies conducted in October of 1986 and February of 1987.

- * The continuation of carpooling rather than a significant shift to Metro-rail is evident. The September, 1987 data shows approximately 2300 vehicles with 3 or more occupants using I-66 during the restricted period from 4:00 P.M. to 6:30 P.M. (Table 87-2A). This number was approximately 2500 vehicles in 1985 prior to the opening of the Vienna Station and 2200 vehicles in September, 1986 after the opening of the Station. It should be noted that in 1985 the restricted period was thirty minutes shorter (4:00 P.M.- 6:00 P.M.). Average auto occupancy did not change significantly from September, 1986 to September, 1987 (3.12 vs. 3.04).
- * Based on the September 1987 data, the fringe periods are operating at levels of service E and F. This appears to be consistent with the September, 1986 levels of service (E and F). As previously suspected, the improvement in level of service indicated by the February, 1987 data appears to be a reflection of seasonal variations in traffic flow (September vs. February).

- * Of the three locations studied, Station 103, located between Fairfax Drive and Sycamore Street, represents the section of I-66 with the highest traffic volume (See Table 87-2A). During the restricted periods, an acceptable level of service range A-C is maintained at this station with the exception of the fringe 15 minute period from 6:30 A.M. to 6:45 A.M. when a level of service D occurs.
- * In all locations there appear to be a considerable number of vehicles with 1 or 2 occupants using the facility during the restricted periods. At Station 103 these vehicles are legal if they have a trip end at Dulles Airport. However, at Station 97, located between Route 7 and I-495, any vehicle with less than 3 occupants during the restricted periods is in violation. The 1987 data indicates (with the exception of the first and last 15 minutes of the restricted periods) a violation rate at Station 97 of from 13 to 51 percent (see Table 87-2B). The first and last 15 minutes during the restricted periods represent transition periods in which the number of vehicles with less than 3 occupants may be as high as 86 percent. The September, 1986 data indicated a violation rate of from 5 to 67 percent at this Station with a beginning and ending 15 minute period violation rate as high as 85 percent.
- * Travel time runs were made and the results were consistent with those made for the September 1986 study. Travel speeds during the restricted periods generally exceeded 55 miles per hour. These speeds indicate a lack of congestion during those periods. Runs made in the pre-restricted period resulted in speeds as low as 28 miles per hour on one section with an average speed of 42 miles per hour (See Table 87-2D).

In summary, the impact of the Orange Line to Vienna on the I-66 HOV lanes continues to appear insignificant. The 1987 data shows approximately the same number of carpools during the restricted period as there were in 1985. The HOV

requirement, however, was reduced from 4 persons per vehicle in 1985 to 3 persons per vehicle in August of 1986.

Although not as evident in the February 1987 data, each previous evaluation has shown an unacceptable level of service immediately before and after the restricted periods and during the first 15 minutes of the morning restricted period. The September 1987 evaluation, which provides a more realistic comparison to September 1986 data, also indicates an unacceptable level of service during these periods.

There continues to be a significant percentage of vehicles carrying less than three occupants during the restricted periods. However, with the exception of the first 15 minutes, it appears that the facility is continuing to operate at a good level of service during the restricted periods. It is recommended that no changes in operation be implemented at this time. A continuing evaluation, including a comparison of data collected on parallel facilities, will be forthcoming in the November, 1988 report.

TRAFFIC VOLUMES AND LEVEL OF SERVICE

STATION 103 (SEPTEMBER 1987)

FILE:168C.WK1

156-STATION # 105 COUNT DATE 9/22/87 BETWEEN FAIRWAY DR. & SYCAMORE ST.

TIME	TRANSIT										VEHICLES BY AUTO OCCUPANTS										XMER ±2 DEC
	IN SERVICE		OUT-OF-SERV		RUDS BY OCCUPANCY						TOTAL				VEHICLES BY AUTO OCCUPANTS						
	METRO BUS	OTHER BUS	BUS	OTHER	1	2	3	4	5	6	7+	TRUCKS	MOTORCYCLE	BICYCLE	VEHICLES	LOS	1-2	3	4+		
6:00-6:15	0	0	0	0	912	NR	NR	NR	NR	NR	NR	1	0	0	0	913	D	913	NR	0	1.00
6:15-6:30	0	0	0	0	1017	NR	NR	NR	NR	NR	NR	1	0	0	0	1018	E	1018	NR	0	1.00
6:30-6:45	1	2	0	0	915	NR	NR	NR	NR	NR	NR	0	0	0	0	922	D	915	NR	3	1.00
6:45-7:00	1	0	0	0	185	48	24	12	1	14	0	0	0	0	0	337	A	237	48	52	0.70
7:00-7:15	0	2	0	0	105	78	169	144	45	5	35	3	0	0	0	595	C	190	169	231	0.32
7:15-7:30	3	5	0	0	201	116	119	54	19	1	14	0	0	0	0	532	B	312	118	97	0.60
7:30-7:45	2	1	0	0	154	68	140	105	24	2	20	1	0	0	0	521	B	223	140	158	0.43
7:45-8:00	3	2	0	0	116	75	64	78	14	1	13	0	0	0	0	367	B	192	64	111	0.52
8:00-8:15	7	7	0	0	71	80	98	76	41	2	22	0	0	0	0	406	B	151	98	157	0.37
8:15-8:30	6	9	0	0	100	35	74	45	21	0	6	1	0	0	0	297	A	136	74	87	0.46
8:30-8:45	10	1	0	0	91	39	54	33	8	1	4	0	0	0	0	243	R	132	54	57	0.54
8:45-9:00	8	3	0	0	140	31	24	6	2	0	1	1	0	0	0	216	A	172	24	20	0.80
9:00-9:15	6	1	0	0	830	115	11	3	0	0	0	0	0	0	0	956	E	945	11	10	0.98
9:15-9:30	8	1	0	0	760	52	14	11	0	0	1	0	0	0	0	887	D	853	14	20	0.96
9:30-9:45	1	4	0	0	625	115	15	2	4	0	1	1	0	0	0	972	E	945	15	12	0.97
9:45-10:00	0	1	0	0	788	115	16	7	2	0	0	2	0	0	0	931	E	905	16	10	0.97
EASTBOUND																					
3:00-3:15	2	3	0	0	843	144	28	3	1	0	1	2	0	0	0	1027	F	989	28	10	0.96
3:15-3:30	4	0	0	0	730	129	30	9	3	0	1	0	0	0	0	906	D	859	30	17	0.95
3:30-3:45	8	2	0	0	776	164	35	10	2	0	2	6	0	0	0	1005	F	946	35	24	0.94
3:45-4:00	5	2	0	0	678	162	55	12	3	0	8	0	0	0	0	925	B	840	35	30	0.91
WESTBOUND																					
4:00-4:15	11	1	0	0	301	45	90	19	5	1	7	2	0	0	0	482	B	348	30	44	0.72
4:15-4:30	6	1	0	0	195	74	82	17	7	0	23	2	0	0	0	417	B	275	82	50	0.66
4:30-4:45	10	1	0	0	149	74	107	59	18	0	15	4	0	0	0	438	B	227	107	104	0.52
4:45-5:00	6	2	0	0	113	82	114	74	55	10	32	4	0	0	0	508	B	205	114	189	0.40
5:00-5:15	15	4	0	0	101	52	99	80	35	7	17	2	0	0	0	460	B	195	95	166	0.42
5:15-5:30	1	1	0	0	74	165	130	121	62	9	27	1	0	0	0	591	C	240	130	221	0.41
5:30-5:45	3	3	0	0	100	95	150	82	31	5	16	2	0	0	0	468	B	197	150	141	0.40
5:45-6:00	0	0	0	0	85	75	123	75	17	5	10	1	0	0	0	391	B	161	123	107	0.41
6:00-6:15	2	6	0	0	168	46	116	21	10	4	7	1	0	0	0	391	B	215	116	59	0.56
6:15-6:30	0	1	0	0	362	39	166	29	6	1	1	0	0	0	0	605	C	401	156	38	0.66
EASTBOUND																					
6:30-6:45	0	1	0	0	825	157	18	7	2	1	0	2	0	0	0	1013	F	984	18	11	0.97
6:45-7:00	0	0	0	0	789	105	19	4	3	1	0	1	0	0	0	842	D	815	19	8	0.97

TRAFFIC VOLUMES AND LEVEL OF SERVICE

STATION 97 (SEPTEMBER 1987)

DISK: 1682 FILE: 168F.WK1

168-STATION # 97 COUNT DATE 9/22/87 BETWEEN RT. 7 & I-495

TRAVEL

TIME	RATES BY OCCUPANCY										VEHICLES BY AUTO OCCUPANCY					MURH (=2 DEC)			
	IN SERVICE		OUT-OF-SERV		OTHER		BICYCLE		MOTORCYCLE		TRUCKS		TOTAL		LOS		1-2	3	4+
	METRO BUS	OTHER BUS	METRO BUS	OTHER BUS	1	2	3	4	5	6	7+	1*	2*	3*					
EASTBOUND																			
6:40-6:45	0	0	0	0	806	NA	NA	NA	NA	NA	0	0	0	0	806	D	NA	0	1.00
6:45-6:50	0	0	0	0	902	NA	NA	NA	NA	0	0	0	0	902	D	NA	0	1.00	
6:50-6:55	0	0	0	0	476	NA	NA	NA	NA	0	0	0	0	476	B	NA	0	1.00	
6:55-7:00	0	0	0	0	24	45	42	17	1	1	1	0	0	201	A	70	42	89	0.35
7:00-7:15	0	0	0	0	19	23	84	83	25	2	17	0	0	249	A	42	64	123	0.17
7:15-7:30	1	0	1	0	12	19	89	71	25	2	18	0	0	237	A	31	88	119	0.13
7:30-7:45	0	0	0	0	7	20	96	47	19	1	12	0	0	202	A	27	56	79	0.13
7:45-8:00	1	0	1	0	12	28	77	32	3	1	1	1	0	175	A	41	77	97	0.23
8:00-8:15	1	0	1	0	15	19	46	26	8	2	5	0	0	124	A	34	46	44	0.27
8:15-8:30	4	0	1	0	19	22	42	14	3	1	1	1	0	109	A	40	42	27	0.37
8:30-8:45	2	0	2	0	27	20	30	10	1	0	0	0	0	92	A	47	30	15	0.51
8:45-9:00	1	0	0	0	71	24	15	9	0	1	2	0	0	174	A	97	15	12	0.78
9:00-9:15	2	0	0	0	655	94	4	7	0	0	0	0	0	768	D	753	4	11	0.98
9:15-9:30	1	0	0	0	554	70	12	1	3	0	0	0	0	645	C	625	12	9	0.97
9:30-9:45	0	0	0	0	482	72	2	1	1	0	0	0	0	561	C	556	2	3	0.99
9:45-10:00	0	0	0	0	456	51	8	3	0	0	1	5	0	529	B	512	8	9	0.97
WESTBOUND																			
3:00-3:15	0	0	0	0	526	130	17	3	2	0	2	4	0	683	C	650	17	12	0.96
3:15-3:30	1	0	0	0	642	118	15	3	0	0	1	0	0	784	D	760	15	9	0.97
3:30-3:45	1	0	0	0	590	111	14	5	0	0	1	4	0	692	C	685	14	13	0.96
3:45-4:00	1	0	0	0	451	100	31	5	0	0	4	3	0	596	C	554	31	11	0.93
4:00-4:15	4	0	0	0	303	68	34	10	3	1	6	0	0	430	B	371	34	25	0.85
4:15-4:30	4	0	0	0	52	25	66	32	8	1	10	2	0	207	A	79	56	57	0.39
4:30-4:45	3	0	0	0	48	19	78	39	10	0	20	1	0	219	A	68	78	73	0.31
4:45-5:00	3	0	0	0	39	28	91	59	18	1	12	0	0	251	A	97	91	93	0.27
5:00-5:15	1	0	0	0	26	29	81	36	5	1	15	0	0	200	A	55	81	64	0.28
5:15-5:30	0	0	0	0	31	23	100	45	22	1	13	0	0	237	A	54	100	83	0.23
5:30-5:45	0	0	0	0	78	33	105	41	8	1	8	1	0	225	A	62	105	58	0.28
5:45-6:00	0	0	0	0	41	18	60	27	7	0	5	1	0	161	A	50	50	41	0.37
5:00-5:15	0	0	0	0	35	18	52	30	11	2	4	2	0	157	A	56	52	49	0.36
5:15-6:30	0	0	0	0	94	45	29	11	2	1	3	3	0	188	A	142	28	17	0.76
5:30-6:45	0	0	0	0	435	87	13	5	1	0	1	1	0	543	B	523	13	7	0.95
5:45-7:00	0	0	0	0	561	130	13	5	1	0	2	0	0	712	C	691	13	8	0.97

TRAFFIC VOLUMES AND LEVEL OF SERVICE

STATION 5 (SEPTEMBER 1987)

DISK:JER2 FILE:166R.WK1

15-Oct-87

DRPK-STATION 5 COUNT DATE 9/23/87 BETWEEN I-65 & RT. 123

TIME	IN SERVICE		AUSIS BY OCCUPANCY										VEHICLES BY AUTO OCCUPANTS				AUGR (=2.0CC)				
	METRO BUS	OTHER BUS	1	2	3	4	5	6	7	TRUCKS	MOTORCYCLE	BICYCLE	TOTAL VEHICLES	LDS	1-2	3		4			
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222	A	222	0	0	0	1.00
6:15-6:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	307	A	306	0	0	0	0.96
6:30-6:45	6	1	0	0	0	0	0	0	0	0	0	0	0	0	139	A	135	0	0	0	0.95
6:45-7:00	4	3	0	45	21	49	15	11	0	10	0	0	0	0	159	A	157	49	43	0	0.42
7:00-7:15	4	4	0	38	25	60	31	14	1	12	0	0	0	0	189	A	183	60	66	0	0.33
7:15-7:30	7	3	0	73	22	58	22	7	2	4	0	0	0	0	190	A	95	50	45	0	0.50
7:30-7:45	5	1	0	66	18	58	38	16	1	6	0	0	0	0	209	A	84	58	67	0	0.40
7:45-8:00	8	3	0	78	31	55	22	5	1	4	1	0	0	0	203	A	110	55	44	0	0.53
8:00-8:15	9	6	0	81	23	33	21	4	2	1	0	0	0	0	180	A	104	33	43	0	0.58
8:15-8:30	8	4	0	69	22	26	8	3	1	6	1	0	0	0	148	A	92	26	30	0	0.62
8:30-8:45	10	5	0	74	21	21	9	4	2	1	1	0	0	0	149	A	96	21	32	0	0.64
8:45-9:00	3	3	0	123	25	10	5	2	0	1	1	0	0	0	173	A	143	10	14	0	0.86
9:00-9:15	4	2	0	481	48	3	1	0	0	0	0	0	0	0	519	B	505	3	7	0	0.98
9:15-9:30	1	7	0	336	54	7	4	3	0	0	0	0	0	0	412	B	390	7	15	0	0.95
9:30-9:45	0	2	0	359	48	5	2	2	0	0	0	0	0	0	428	B	409	5	6	0	0.97
9:45-10:00	0	2	0	275	33	13	1	1	0	0	0	0	0	0	325	A	308	13	4	0	0.95
3:00-3:15	0	1	0	250	55	11	4	2	2	1	0	0	0	0	336	A	315	11	10	0	0.94
3:15-3:30	0	2	0	218	74	12	9	3	1	3	3	0	0	0	325	A	295	12	18	0	0.91
3:30-3:45	2	2	0	255	73	23	8	0	0	1	1	0	0	0	328	B	323	23	13	0	0.90
3:45-4:00	3	0	0	244	83	13	11	3	0	0	1	0	0	0	358	B	328	13	17	0	0.92
4:00-4:15	1	1	0	177	82	35	8	3	1	5	1	0	0	0	314	A	269	35	19	0	0.83
4:15-4:30	8	1	0	95	53	55	22	8	0	10	0	0	0	0	252	A	148	55	48	0	0.59
4:30-4:45	11	0	0	87	32	58	18	4	2	9	0	0	0	0	221	A	119	36	44	0	0.54
4:45-5:00	6	2	0	85	35	60	23	10	4	4	0	0	0	0	225	A	120	60	45	0	0.53
5:00-5:15	10	5	0	62	32	47	21	7	1	5	0	0	0	0	190	A	94	47	48	0	0.49
5:15-5:30	6	2	0	80	45	48	24	6	2	10	0	0	0	0	223	A	125	48	50	0	0.36
5:30-5:45	8	4	0	95	35	40	24	11	3	3	0	0	0	0	224	A	131	40	53	0	0.58
5:45-6:00	6	2	0	112	39	44	15	5	0	6	1	0	0	0	230	A	192	44	34	0	0.65
6:00-6:15	3	0	0	118	47	37	9	1	0	3	0	0	0	0	218	A	165	37	16	0	0.76
6:15-6:30	6	2	0	165	53	18	10	3	1	1	0	0	0	0	260	A	219	18	23	0	0.84
6:30-6:45	5	3	0	225	46	11	5	3	0	0	0	0	0	0	301	A	274	11	16	0	0.91
6:45-7:00	3	1	0	216	78	17	3	0	0	0	0	0	0	0	320	A	296	17	9	0	0.93

TABLE 87-2
I-66 TRAVEL TIME STUDY
SEPTEMBER 1987
I-66 TRAVEL TIME STUDY

DISK:JEB1 FILE:8610.9/87

TERMINI:	DATE	DATE	DATE	DATE	
FROM	TIME	TIME	TIME	TIME	
TO	RUN	RUN	RUN	RUN	
WASHINGTON D.C. RT. 50	9/23/87 3:50 PM	9/23/87 4:45 PM	9/23/87 5:40 PM	9/23/87 6:05 PM	
WEST BOUND RUM	1	2	3	3	
FROM	TO				
	DISTANCE (MILES)	TIME (MIN)	SPEED (MPH)	TIME (MIN)	
				SPEED (MPH)	
JUNC. OF CONST. AVE. & I-66 ON RAMP	0.43	0.57	46	0.98	26
OFF RAMP TO EA. PKY. & RT. 50	0.37	0.45	49	0.73	30
ON RAMP FROM RT. 110 N.B.	0.19	0.23	49	0.20	57
OFF RAMP TO LYNN ST.	0.87	1.10	44	1.12	49
ON RAMP TO LEE HWY. (EAST INTERCHANGE)	0.58	1.07	55	1.05	56
OFF RAMP TO LEE HWY. (WEST INTERCHANGE)	1.02	0.95	64	0.95	64
ON RAMP TO LEE HWY. (EAST INTERCHANGE)	0.61	0.91	39	0.60	61
OFF RAMP TO FAIRFAX DR.	1.70	3.70	28	1.60	64
ON RAMP FROM FAIRFAX DR.	0.81	1.17	42	0.77	63
OFF RAMP TO SYDNEY BLVD.	1.33	2.10	38	1.25	64
ON RAMP TO WASHINGTON BLVD.	0.43	0.50	52	0.42	62
OFF RAMP TO BULLES ACCESS RD.	1.26	1.36	55	1.37	55
ON RAMP TO W.B. RT. 7					61
OFF RAMP TO S.B. RT. 7					61
TIME AND AVERAGE SPEED FOR EACH RUM	10.00	14.23	42	11.03	54
					10.50

I-66 TRAVEL TIME STUDY

TERMINI:	DATE	DATE	DATE	DATE	
FROM	TIME	TIME	TIME	TIME	
TO	RUN	RUN	RUN	RUN	
WASHINGTON D.C. ROUTE 50	9/24/87 6:45 AM	9/24/87 6:34 AM	9/24/87 7:29 AM	9/24/87 8:21 AM	
EAST BOUND RUM	1	2	3	3	
FROM	TO				
	DISTANCE (MILES)	TIME (MIN)	SPEED (MPH)	TIME (MIN)	
				SPEED (MPH)	
OFF RAMP TO SB I-495	0.28	0.30	56	0.33	50
OFF RAMP TO NB I-495	1.48	1.52	59	1.45	61
OFF RAMP TO ROUTE 7	0.82	0.85	58	0.83	59
ON RAMP FROM BULLES ACCESS RD.	1.10	1.10	60	1.13	57
OFF RAMP FROM BULLES ACCESS RD.	0.94	0.92	62	0.95	53
ON RAMP FROM WESTMORELAND STREET	1.74	1.72	61	1.75	60
ON RAMP FROM SYDNEY BLVD.	0.56	0.57	59	0.55	61
ON RAMP FROM FAIRFAX DR. (GLEBE RD.)	0.97	0.96	59	0.97	60
ON RAMP FROM GLEBE RD.	1.08	1.03	61	1.03	61
OFF RAMP TO LEE HWY. (WEST INT.)	0.85	0.87	59	0.82	62
OFF RAMP TO LEE HWY. (EAST INT.)	0.30	0.33	54	0.35	51
ON RAMP FROM LYNN ST.	0.25	0.25	54	0.27	51
OFF RAMP TO SB ROUTE 110					39
JUNC. CONST. AVE. & I-66 OFF RAMP	10.94	11.13	59	11.48	57
TIME AND AVERAGE SPEED FOR EACH RUM					14.63
					45

11/19/87

Mr. Leafe asked what consideration could be given to funding projects which were of interest to a region but not necessarily a priority of any one jurisdiction. Mr. Pethtel suggested regional interest be organized and shown at the Department's annual preallocation hearings as has been done with other projects in the past. Mr. Pethtel also indicated that the issue could be addressed through the objective statement the Board will be considering as a preamble to the preallocation process in the spring.

The next meeting will be held in Richmond, Virginia, on December 17, 1987.

The meeting adjourned at 11:45 a.m.

Approved:


Chairman

Attested:


Secretary