

AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

1401 E. Broad Street
Richmond, Virginia
November 18, 1999
10:00 a.m.

1. Public Comment
2. Action on Additions, Abandonments or Other Changes in the Secondary System from October 1, 1999 through October 31, 1999
3. Action on Discontinuances in the Secondary System: Northampton County
4. Action on Changes in the Primary System: Frederick and Prince George Counties
5. Action on City Street Mileage
6. Conveyances: Route 3 - Westmoreland County
Route 23 - Wise County
Route 66 - Fauquier County
Route 83 - Dickenson County
Route 360 - Charlotte County
7. Action on Bids Received October 26 and November 2, 1999
8. Consultant Agreement: Route 28 – City of Manassas
(A) Proj. 0028-155-103, PE101
Design of grade separation of Rte. 28 over Norfolk Southern
Railroad and Rte. 674 and grade separation of Rte. 674 over
Norfolk Southern Railroad
Earth Tech

Consultant Agreement: Route 50 – Arlington County
(B) Proj. 0050-000-V18,PE101
Provide traffic (Data and Analysis), traffic control devices (signs
signals, lighting and pavement markings/markers), structure and
bridge and roadway construction plans
TAMS Consultants, Inc.

9. Design: Route 649 (Airport Road) – Albemarle County
Proj. 0649-002-158-C501
Fr: Route 29
To: Route 606
Albemarle County

10. Location Route 607 – Prince Edward County
& Design: Proj. 0607-073-175,M501
Fr: Int. Route 360
To: Int. Route 612

Location Route 642 – Augusta County
& Design: Proj. 0642-007-293,M502
Fr: Route 608
To: 0.55 Mi. (0.88km) N Route 608
Proj. 0642-007-P93,M501
Fr: 0.55 Mi. (0.88 km) N Route 608
To: Route 250

11. Industrial Access: New Kent County
Project 0682-063-145,N501
Basic Construction Company

Industrial Access: Washington County
Project 0844-095-284,C501
Utility Trailer Manufacturing Company

12. Recreational Access: Chesterfield County
Project 0957-020-309,M501
Chesdin Landing Park

13. Through Truck Restriction: Routes 662, 698, 681 & 673
Loudoun County

Through Truck Restriction: Route 740
Fairfax County

14. Special Use Permit Routings

15. Eastern Shore Railroad Study

16. New Business

17. Adjourn

Addition to Item 7: Bids received October 15, 1999

MINUTES
OF
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

1401 East Broad Street
Richmond, Virginia
November 18, 1999
10:00 a.m.

The monthly meeting of the Commonwealth Transportation Board was held in the Board Room of the Department of Transportation, Richmond Virginia, on November 18, 1999, at 10:00 a.m. The Chair, Shirley J. Ybarra, presided.

Governor James S. Gilmore, III, appointed Charles D. (Chip) Nottingham as Commissioner of the Virginia Department of Transportation effective November 17, 1999.

Present: Messrs. Nottingham, Bevon, Byrd, Grubb, Humphreys, Klings, Kornblau, Martln, Mitchel, Myers, Porter and White and Mrs. Lionberger and Mrs. Welsh.

Absent: Messrs. Folkes and Prettyman.

Item 2:

Moved by Mr. Grubb, seconded by Mr. White, that the Board approve Additions, Abandonments, or Other Changes in the Secondary System from October 1, 1999, through October 31, 1999, as shown on the attached sheets numbered 1 A through 1 F.

Motion carried.

REPORT TO
THE COMMONWEALTH TRANSPORTATION BOARD
MEETING OF
NOVEMBER 18, 1999

SUMMARY OF CHANGES TO THE SECONDARY SYSTEM OF STATE HIGHWAYS
EFFECTIVE DURING
OCTOBER 1999

Table of Mileage Changes by District and Type of Change

District	Addition	Abandonment	District Total
Bristol	1.16	-0.25	0.91
Culpeper	0.21	0.00	0.21
Fredericksburg	0.88	-0.14	0.72
Lynchburg	0.52	-0.52	0.00
Northern Virginia	1.69	0.00	1.69
Richmond	1.06	0.00	1.06
Salem	3.05	0.00	3.05
Staunton	0.00	0.00	0.00
Suffolk	2.37	-0.42	1.95
Statewide Total:	10.93	-1.33	9.60

The following reports, for additions and abandonments affecting the Secondary System of State Highways, are submitted for approval by the Commonwealth Transportation Board.

Pertinent data relating to these reports are posted in the Central File Room of the Virginia Department of Transportation, 1401 East Broad Street, Richmond, Virginia 23219.

**Report to the Commonwealth Transportation Board
Abandonments and Additions to the Secondary Systems of State Highways**

04-Nov-99

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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Appomattox									
Abandonment	0634-005-191, M501 - Segments 1,2,5	None	634	SN	Defined In Project Sketch	Net Mileage Change Reported Defined In Project Sketch	0.00 -0.52	6/7/1999	10/12/1999
Addition	0634-005-191, M501 - Segments 3,4,6	None	634	SN	Defined In Project Sketch	Defined In Project Sketch	0.52	6/7/1999	10/12/1999
Bedford									
Addition	Elk Lake Trace, Section 2	Elk Lake Lane	1044	SN	Route 666	Net Mileage Change Reported 0.12 Mile North Route 666	0.12 0.12	7/26/1999	10/29/1999
Blaketown									
Addition	Highland Manor, Sections 4, 5	Highland Drive	1095	WE	Route 1099	Net Mileage Change Reported 0.35 Mile Southeast Route 1099	0.49 0.35	6/15/1999	10/26/1999
Addition	Highland Manor, Sections 4, 5	Sierra Court	1092	SN	0.05 Mile Southwest Route 1095	Route 1095	0.05	6/15/1999	10/26/1999
Addition	Highland Manor, Sections 4, 5	Talbot Lane	1091	SN	0.09 Mile Southwest Route 1095	Route 1095	0.09	6/15/1999	10/26/1999
Buchanan									
Abandonment	None	None	628	SN	0.27 Mile North Route 629	Net Mileage Change Reported 2.19 Miles South Route 713	-0.04 -0.19	9/7/1999	10/20/1999
Addition	None	None	628	SN	0.27 Mile North Route 629	2.19 Miles South Route 713	0.15	9/7/1999	10/20/1999
Carroll									
Addition	None	Carroll View Lane	1099	SN	Routes 683/826	Net Mileage Change Reported 0.72 Mile Northwest Route 683/826	1.18 0.72	8/18/1999	10/28/1999
Addition	None	Powhatan Place	1071	SN	Route 886	0.28 Mile Northeast Route 886	0.28	8/18/1999	10/28/1999
Addition	None	Thon Town Road	1072	SN	Route 1071	0.15 Mile North Route 1071	0.15	8/18/1999	10/28/1999
Chesterfield									
Addition	Ashbrook Parkway	Ashbrook Parkway	5196	SN	0.13 Mile Southeast Route 5790	Net Mileage Change Reported Route 5790	0.87 0.13	7/28/1999	10/28/1999
Addition	Paget	St. Croix Place	4074	WE	0.09 Mile Southwest Route 4075	Route 4075	0.09	7/28/1999	10/26/1999
Addition	Paget	St. Thomas Court	4076	WE	0.06 Mile Southwest Route 4075	Route 4075	0.06	7/28/1999	10/26/1999

**the Connecticut Transportation Board
Agreements and Additions to the Secondary System of State Highways**

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date Bids Resolution	Effective Date
Addition	Page	St. Thomas Drive	4075	EN	Route 7070	0.19 Mile Northeast Route 3970	0.19	7/28/1999	10/26/1999
Addition	Sycamore Village, Section A	Sycamore Village Drive	4671	WB	Route 754	0.18 Mile Northeast Route 714	0.18	6/23/1999	10/29/1999
Addition	Sycamore Village, Section A	Sycamore Village Terrace	4673	SN	Route 4671	0.05 Mile North Route 4671	0.05	6/23/1999	10/28/1999
Addition	Sycamore Village, Section A	Village Ridge Drive	4675	WE	Route 4673	0.17 Mile Northeast Route 4671	0.17	6/23/1999	10/29/1999
Feasibility Addition	Southern Woods	Ivycrest Place	3999	WE	Route 2610	Not Millage Change Reported	0.09	9/23/1999	10/19/1999
Feasibility Addition	Eastward Access	Jester Court	1223	SN	Route 1221	Not Millage Change Reported	0.21	8/23/1999	10/25/1999
Addition	Kingwood Access	Kingwood Drive	1221	WE	Route 615	0.15 Mile East Route 615	0.15	8/23/1999	10/25/1999
Feasibility Addition	Scenic River Embankment, Section 2	Scenic River Drive	1004	WE	0.94 Mile South Route 713	Not Millage Change Reported	0.54	9/21/1999	10/26/1999
Feasibility Addition	Rosemary's Ridge at Coney Island	Aurora Drive	1883	WE	Route 1886	Not Millage Change Reported Route 1884	0.19	7/28/1999	10/21/1999
Addition	Rosemary's Ridge at Coney Island	Ashlar Place	1886	SN	0.14 Mile Southwest Route 1883	Route 1883	0.14	7/28/1999	10/21/1999
Job of Addition	Windsor Woods	Boffa Avenue	1837	SE	Route 1838	Not Millage Change Reported Route 1838	1.00	3/18/1999	10/29/1999
Addition	Windsor Woods	Windsor Way	1835	WB	Route 238	Route 1835	0.65	3/18/1999	10/29/1999
Addition	Windsor Woods	Wyche Drive	1838	WE	Route 1837	Route 1835	0.10	3/18/1999	10/29/1999
Addition	Windsor Woods	York Court	1836	SE	Route 1835	0.10 Mile Northeast Route 1835	0.10	3/18/1999	10/29/1999
James City Addition	Rainbow Village, Phase 2	Alyson Drive	1443	SN	Route 1449	Not Millage Change Reported Route 1447	0.57	5/23/1999	10/26/1999

**Report to the Commonwealth Transportation Board
 Additions and Modifications to the Secondary System of State Highways**

04-Nov-99
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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BIDS Resolutions	Effective
Addition	Raintree Villas, Phase 2	Raintree Way	1447	WE	0.11 Mile Southwest Route 1445	Route 1449	0.19	5/23/1999	10/26/1999
Addition	Woodland Farms, Section 3	Meadow Circle	1622	WE	Route 1617	0.18 Mile Northeast Route 1617	0.18	8/17/1999	10/26/1999
Lee									
Addition	None	Beatty Avenue	914	WE	Route 802	Net Mileage Change Reported	8.38		
Addition	None	None	896	WE	0.42 Mile West Route 663	0.14 Mile Northeast Route 802	0.14	8/20/1999	10/23/1999
Loudoun									
Addition	Potomac Lakes, Section 6A	Ashtleaf Court	1788	WE	Route 1784	0.18 Mile West Route 663	0.24	9/17/1999	10/23/1999
Addition	Potomac Lakes, Section 6A	Hampshire Station Drive	1783	SN	Route 1789	Net Mileage Change Reported	1.11		
Addition	Potomac Lakes, Section 6A	Mini Springs Court	1785	SN	Route 1784	0.05 Mile Southeast Route 1784	0.05	3/4/1998	10/28/1999
Addition	Potomac Lakes, Section 6A	Pebblebrook Place	1784	WE	Route 1783	Route 1794	0.13	3/4/1998	10/28/1999
Addition	Potomac Lakes, Section 6A	Woodbourne Court	1789	WE	Route 1783	0.03 Mile Northwest Route 1784	0.03	3/4/1998	10/28/1999
Addition	Potomac Lakes, Section 6A	Deplewood Court	1816	WE	0.07 Mile Southwest Route 1783	0.17 Mile Northeast Route 1783	0.17	3/4/1998	10/28/1999
Addition	Potomac Lakes, Section 6C	Hampshire Station Drive	1783	WE	Route 1789	0.06 Mile Northeast Route 1783	0.06	3/4/1998	10/28/1999
Addition	Potomac Lakes, Section 6C	Oakhurst Court	1819	WE	Route 1818	Route 1783	0.07	3/4/1998	10/28/1999
Addition	Potomac Lakes, Section 6C	Riverbend Place	1818	SN	0.11 Mile Southwest Route 1783	Route 637	0.28	3/4/1998	10/28/1999
Addition	Potomac Lakes, Section 6C	Windemere Court	1817	SN	0.10 Mile Southwest Route 1783	0.11 Mile Southeast Route 1818	0.11	3/4/1998	10/28/1999
Northampton									
Addition	0652-063-155, MS01, D603 - Segment 4,5,6	Broadwater Road	652	WE	Defined in Project Sketch	Net Mileage Change Reported	0.39		
						Defined in Project Sketch	0.39	10/13/1998	10/27/1999

**Report to the Commonwealth Transportation Board
Abandonments and Additions to the Secondary System of State Highways**

04-Nov-99

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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length		Date BOS Resolution	Effective
							Miles	Resolution		
Prince William										
Addition	Hunters Overlook, Section 2	Hunters Ridge Road	3023	WE	0.24 Mile West Route 3022	Net Mileage Change Reported 0.13 Mile West Route 3022	0.49		12/15/1998	10/25/1999
Addition	Newport, Section 4B, Part 1A	Obanstead Lane	2910	SN	0.01 Mile North Route 2911 West	0.14 Mile Northwest Route 2911 East	0.16		12/15/1998	10/25/1999
Addition	Prince William Commons	Coblenzky Boulevard	2830	WE	0.25 Mile Northeast Route 3009	0.26 Mile Southwest Route 2000	0.09		11/17/1998	10/25/1999
Addition	Southlake at Montclair Phase 3, Section 4	Viewpoint Circle	1449	WE	Route 1499	0.13 Mile East Route 1499	0.13		4/6/1999	10/21/1999
Roanoke										
Addition	Belle Grove	Carolina Trail	1956	WE	Route 1957	Net Mileage Change Reported Route 601	0.80			
Addition	Belle Grove	Stone House Lane	1957	SN	Route 1956	0.05 Mile Northeast Route 1956	0.05		8/10/1999	10/23/1999
Addition	Hidden Woods	Fairway Woods Court	1393	WE	Route 1394	0.08 Mile East Route 1394	0.08		8/24/1999	10/29/1999
Addition	Hidden Woods	Hidden Forest Court	1397	SN	Route 1394	0.08 Mile North Route 1394	0.08		8/24/1999	10/29/1999
Addition	Hidden Woods	Hidden Woods Drive	1394	WE	Route 1397	0.16 Mile Southeast Route 1396	0.30		8/24/1999	10/29/1999
Addition	Summerfield, Sections 5, 7	Bloomfield Avenue	1212	SN	Route 1214	0.09 Mile North Route 1214	0.09		4/13/1999	10/25/1999
Addition	Woodbridge, Sections 15, 17	Springhill Road	1174	WE	Route 1168	0.10 Mile East Route 1168	0.10		8/10/1999	10/25/1999
Russell										
Addition	0614-083-370, N501 - REY SHEAR RURAL ADDITION	None (Arrowhead Subdivision)	814	WE	0.40 Mile Northeast Route 603	Net Mileage Change Reported 0.64 Mile Northeast Route 603	0.58		10/5/1999	10/29/1999
Addition	0681-083-371, N501 - REY SHEAR RURAL ADDITION	Fincastle Dr./Stamenit Dr. (Fincastle Estates)	881	WE	0.34 Mile Northwest Route 852	Route 852	0.34		9/7/1999	10/29/1999
Scott										
Abandonment	0058-084-B10, C501 - Segment 1	None	604	WE	Declined In Project Sketch	Net Mileage Change Reported Declined In Project Sketch	-0.01		8/4/1999	10/27/1999
							-0.06			

**Report to the Commonwealth Transportation Board
Abandonments and Additions to the Secondary System of State Highways**

04-Nov-99

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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Repetition	Effective
Addition	005B-084-E10, C501 - Segment 2	None	604	SN	Defined in Project Sketch	Defined in Project Sketch	0.05	8/4/1999	10/27/1999
Spotsylvania									
Addition	Anna Vista	Estace Road	1521	WE	0.20 Mile West Route 1520	Net Mileage Change Reported 0.04 Mile West Route 1520	0.24	9/28/1999	10/15/1999
Stafford									
Addition	Deep Run	Deep Run Road	1473	SN	0.28 Mile Southwest Route 615	Route 615	0.28	9/7/1999	10/15/1999
Addition	The Villages at England Run	Tomorrow Street	1707	WE	Route 1706	0.34 Mile Southeast Route 1706	0.34	9/7/1999	10/1/1999
Westmoreland									
Abandonment	A. T. Johnson Junior High School	A. T. Johnson Junior High School Access Road	9420	WE	Route 3 West	Route 3 East Via Loop	-0.14	10/13/1999	10/29/1999
York									
Abandonment	0643-099-121, C501 - Segments 1,2,3	Old York - Hampton Highway	634	SN	Defined in Project Sketch	Net Mileage Change Reported Defined in Project Sketch	-0.63	1/21/1998	10/27/1999
Addition	0643-099-121, C501 - Segments 4,5,6	Old York - Hampton Highway	634	SN	Defined in Project Sketch	Defined in Project Sketch	0.39	1/21/1998	10/27/1999

11/18/99

Item 3:

Moved by Mr. Porter, seconded by Mr. Grubb, that

WHEREAS, by proper resolution, the Board of Supervisors of Northampton County has requested that certain roads which no longer serve as public conveniences be discontinued as part of the Secondary System of State 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 segments of roads are not required for public convenience and are hereby discontinued as part of the Secondary System of State Highways, effective this date:

Suffolk District

Northampton County - Project 0652-065-155,M50I,D603	
Route 652 – Broadwater Road, Segments 1, 2, 3	0.39 Mi.
Total Mileage	0.39 Mi.

Motion carried.

Item 4:

Moved by Mr. Porter, seconded by Mr. Grubb, that

WHEREAS, Route F-842 in Frederick County has been altered and reconstructed as shown on the plans for Project 6037-034-101,C504; and

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

NOW, THEREFORE, BE IT RESOLVED that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.08 mile of old Route F-842, designated as shown on the attached plat dated October 19, 1999, Project 6037-034-101,C-504, be abandoned as part of the State Highway System.

Motion carried.

11/18/99

Moved by Mr. Porter, seconded by Mr. Grubb, that

WHEREAS, Route F-342 In Prince George County has been altered and reconstructed as shown on the plans for Project 0730-074-192,C501; and

WHEREAS, two sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and one section of the old road is to be transferred from the Interstate System to the Secondary System.

NOW, THEREFORE, BE IT RESOLVED that pursuant to the authority under Sections 33.1-49 and 33.1-148 of the Code of Virginia of 1950, as amended, 0.12 mile of old Route F-342, designated as Section 2 and Section 3 shown on the attached plat dated October 20, 1999, Project 0730-074-192,C501 be abandoned as a part of the Interstate System.

BE IT FURTHER RESOLVED that pursuant to the authority under Sections 33.1-35 and 33.1-49 of the Code of Virginia of 1950, as amended, 0.80 mile of old Route F-342, designated as Section 1 on the attached plat dated October 20, 1999, Project 0730-074-192,C-501, be transferred from the Interstate System to the Secondary System of Highways.

Motion carried.

Item 5:

Moved by Mr. Grubb, seconded by Mr. Myers, that

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

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

WHEREAS, under the authority of Section 33.1-41.1, request is made by the Town of Bluefield for street payments on Local Streets meeting the required criteria.

11/18/99

NOW, THEREFORE, BE IT RESOLVED that the street mileage eligible for quarterly payments to the Town of Bluefield for Local Streets be increased by 0.08 centerline mile. This increase is a result of additions of Local Streets as described on tabulation sheet numbered 1 through 1 for the Town of Bluefield as functionally classified by the Transportation Planning Division dated September 29, 1999.

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

The Local Street additions totaling 0.08 mile increase the total mileage to 14.62 centerline miles of approved streets subject to street payments effective for payment beginning July 1, 2000.

Motion carried.

Moved by Mr. Grubb, seconded by Mr. Myers, that

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

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

WHEREAS, under the authority of Section 33.1-41.1, request is made by the Town of Front Royal for street payments on Local Streets meeting the required criteria.

NOW, THEREFORE, BE IT RESOLVED that the street mileage eligible for quarterly payments to the Town of Front Royal for Local Streets be increased by 0.58 centerline mile. This increase is a result of additions of Local Streets as described on tabulation sheet numbered 1 through 1 for the Town of Front Royal as functionally classified by the Transportation Planning Division dated October 22, 1999.

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

The Local Street additions totaling 0.58 mile increase the total mileage to 49.44 centerline miles of approved streets subject to street payments effective for payment beginning July 1, 2000.

Motion carried.

11/18/99

Moved by Mr. Grubb, seconded by Mr. Myers, that

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

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

WHEREAS, under the authority of Section 33.1-41.1, request is made by the Town of Blacksburg for street payments on Local Streets meeting the required criteria.

NOW, THEREFORE, BE IT RESOLVED that the street mileage eligible for quarterly payments to the Town of Blacksburg for Local Streets be increased by 1.66 centerline miles. This increase is a result of additions of Local Streets as described on tabulation sheet numbered 1 through 1 for the Town of Blacksburg as functionally classified by the Transportation Planning Division dated October 14, 1999.

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

The Local Street additions totaling 1.66 miles increase the total mileage to 80.87 centerline miles of approved streets subject to street payments effective for payment beginning July 1, 2000.

Motion carried.

Moved by Mr. Grubb, seconded by Mr. Myers, that

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

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

11/18/99

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Lynchburg for street payments on Local Streets meeting the required criteria.

NOW, THEREFORE, BE IT RESOLVED that the street mileage eligible for quarterly payments to the City of Lynchburg for Local Streets be increased by 1.20 centerline miles. This increase is a result of additions of Local Streets as described on tabulation sheets numbered 1 through 2 for the City of Lynchburg as functionally classified by the Transportation Planning Division dated September 15, 1999.

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

The Local Street additions totaling 1.20 miles increase the total mileage to 240.73 centerline miles of approved streets subject to street payments effective for payment beginning July 1, 2000.

Motion carried.

Item 6:

Moved by Mrs. Lionberger, seconded by Mr. White, that

WHEREAS, in connection with Route 3, State Highway Project 0003-096-V14,RW-201, the Commonwealth acquired certain lands from Ricky W. Sisson and Angeline Henson Sisson by deed dated October 12, 1995, recorded in Deed Book 450, Page 113, and from Vivian M. Hanson by deed dated October 12, 1995, recorded in Deed Book 450, Page 386. These deeds are recorded in the Office of the Clerk of the Circuit Court of Westmoreland County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the lands containing 0.1014 acre, more or less, and lying southwest of and adjacent to the southwest right of way line of Route 3, from a point approximately 60 feet opposite approximate Station 479+12 (EBL centerline) to a point approximately 55 feet opposite approximate Station 481+32 (EBL centerline), was acquired incidental to the construction, reconstruction, alteration, maintenance, and repair of Route 3 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

11/18/99

WHEREAS, the adjacent landowner has requested that the surplus 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, in the name of the Commonwealth, a deed, without warranty, conveying the lands for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

Motion carried.

Moved by Mrs. Lionberger seconded by Mr. White, that

WHEREAS, in connection with Route 23, State Highway Project 6023-097-113,RW-201, the Commonwealth acquired certain land for Route 615 from Samantha Hood Hall, et al, by deed dated April 4, 1974, recorded In Deed Book 467, Page 459, in the Office of the Clerk of the Circuit Court of Wise County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the land containing 0.0155 acre, more or less, and lying northeast of and adjacent to the northeast right of way line of Route 615, from a point approximately 55 feet opposite approximate Station 18+00 (Route 615 centerline) to a point approximately 50 feet opposite approximate Station 18+65 (Route 615 centerline), was acquired incidental to the construction, reconstruction, alteration, maintenance, and repair of Route 615 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

WHEREAS, the adjacent landowner has requested that the surplus land 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, a deed, without warranty, conveying the land for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

Motion carried.

11/18/99

Moved by Mrs. Lionberger, seconded by Mr. White, that

WHEREAS, in connection with Route 66, State Highway Project 0066-030-101, RW-201, the Commonwealth acquired certain land from Charles H. Ketcham, Jr. and Margaret E. Ketcham by instrument dated July 9, 1965, recorded in Deed Book 231, Page 320, in the Office of the Clerk of the Circuit Court of Fauquier County; and

WHEREAS, in accordance with Section 33.1-148 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board at its meeting held September 15, 1999, abandoned a section of Frontage Road F-278; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the land containing 0.388 acre, more or less, and lying southwest of and adjacent to the southwest right of way line of Route 66, from a point approximately 90 feet opposite approximate Station 1019+30 (SBL centerline) to a point approximately 90 feet opposite approximate Station 1024+40 (SBL centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System; and

WHEREAS, the adjacent landowner has requested that the surplus land 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, in the name of the Commonwealth, a deed, without warranty, conveying the land for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

Motion carried.

11/18/99

Moved by Mrs. Lionberger, seconded by Mr. White, that

WHEREAS, in connection with Route 83 (formerly Route 59), State Highway Project 87-AR1, the Commonwealth acquired certain land from W. A. Rose and Polly T. Rose by deed dated November 18, 1940, recorded in Deed Book 76, Page 285, in the Office of the Clerk of the Circuit Court of Dickenson County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the land containing 0.05 acre, more or less, and lying north of and adjacent to the north right of way line of Route 83, from a point approximately 60 feet opposite approximate Station 230+85 (median centerline, Project 0083-025-110, RW-201) to a point approximately 25 feet opposite approximate Station 232+05 (median centerline, Project 0083-025-110, RW-201), was acquired incidental to the construction, reconstruction, alteration, maintenance, and repair of Route 83 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 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, in the name of the Commonwealth, a deed, without warranty, conveying the land for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

Motion carried.

Moved by Mrs. Lionberger, seconded by Mr. White, that

WHEREAS, in connection with Route 360, State Highway Project 7360-019-101, C-501, the Commonwealth acquired certain land for Route 712 from Harry F. Campbell and Alfreda J. Campbell by instrument dated January 13, 1964, recorded in Deed Book 58, Page 364, in the Office of the Clerk of the Circuit Court of Charlotte County; and

11/18/99

WHEREAS, in accordance with Section 33.1-155 (formerly Section 33-76.12) of the Code of Virginia (1950), as amended, a section of Route 712 was abandoned by the Board of Supervisors of Charlotte County by resolution dated October 10, 1966; and

WHEREAS, the Acting Commonwealth Transportation Commissioner has certified in writing that a portion of the land containing 0.103 acre, more or less, and lying north of and adjacent to the north right of way line of Route 712, from a point approximately 25 feet opposite approximate Station 12+80 (relocated Route 712 centerline) to a point approximately 25 feet opposite approximate Station 14+25 (relocated Route 712 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, the adjacent landowner has requested that the surplus land 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, a deed, without warranty, conveying the land for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

Motion carried.

Item 7:

Action on the bids received October 15, 1999, (bids received by the Administrative Services Division) for Job Description 12826, Project IFB No. 0000012826, Route 210 and Wrightshop Road in Amherst County, listed on attached sheet numbered 10 L was deferred.

Moved by Mr. White, seconded by Mr. Mitchell, that the Board approve the bids received October 26 and November 2, 1999, listed for award on the attached sheets numbered 10 A through 10 K 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.

OCTOBER 26, 1999

Job Des.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1 037	(NFJUN-90-121, 900, 8004 CONSTRUCTION FUNDS)	44	LOCATION: FABIAN RD. OVER RTE. 44	AWARD	LANFORD BROTHERS COMPANY, INC. BOANOCK, VA.	1	\$240,696.73
	NF-04-3(21)		HENRICO CO. EXTEND LEFT TURN LANE INCLUDING 3.165 MI DEADING, ASPH. PAVE, DITCHES & RR. SUPERSTE MOB.				
1 039	(NRJ200-908-101, 8002 CONSTRUCTION FUNDS)	VAR.	VARIOUS LOCATIONS ON RTE. 64, 60 & 41	AWARD	THOMAS GRINDING, INC. MOORE HAYEN, FL.	2	\$120,364.28
	IM-908-3(000)		STAUNTON DISTRICT 10.1 MI REMBLE STRIP INSTALLATION				

2 Interstate Projects Awarded @ \$361,061.03

BID RESULTS

OCTOBER 14, 1999

Job No.	Project No.	Site No.	Location and Work Type	DESCRIPTION	Contractor
1	000000-000000	00	WINDY SPRING RD. - CONSTRUCTION	AWARD	GAFFY CONTRACTORS, INC. FARMVILLE, VA.
2	000000-000000	00	CONSTRUCTION CO. CONSTRUCTION	AWARD	ALLENBY CONSTRUCTION COMPANY, INC. ROANOKE, VA.
3	000000-000000	00	CONSTRUCTION CO. CONSTRUCTION	AWARD	WATTS CONTRACTORS, INC. JAMESVILLE, VA.
4	000000-000000	00	CONSTRUCTION CO. CONSTRUCTION	AWARD	WATTS CONTRACTORS, INC. JAMESVILLE, VA.

BID RESULTS

OCTOBER 26, 1999

Job Des.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
3 817	CASWICKS MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS ON RTE. 54, 64 & 44	AWARD	DORBY ELECTRIC COMPANY NORFOLK, VA.	4	\$572,550.00
4 827	P-4-99 MAINTENANCE FUNDS	1	LOCATION: RTE. 1 OVER RTE. 41 CITIES OF SUFFOLK & NEWPORT NEWS FURNISH & INSTALL STEEL CANTILEVER & BRIDGE MOUNT STRUCTURES, RELOCATE EXISTING SIGN PANELS	AWARD	MEGACO, INC. LORTON, VA.	3	\$251,000.00
5 812	883-649-105, 8801 CONSTRUCTION FUNDS	33	LOCATION: INT. RTE. 443 CONYERS CO. BRIDGE PAINTING	AWARD	J. SAUNDERS CONSTRUCTION CO. WEST POINT, VA.	5	\$41,136.00
6 844	0013-011-124, 026 CONSTRUCTION FUNDS	61	FROM: 0.121 KM S. INT. RTE. 403 TO: 0.029 KM N. INT. RTE. 403 KING AND QUEEN CO. IMPROVE TURNING RADII AT INT. RTE. 403 ACCOMACK CO. RIGHT TURN LANE INCLUDING 0.146 MI GRADING, DRAINAGE, ASPH. PAVE & INCHES.	REJECT	JA CONSTR. CORP. CONCORDVILLE, PA.	1	\$123,004.02

PRIMARY

BID RESULTS

OCTOBER 26, 1999

Job Des.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
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9	BM	011400-VLL, NS01	314 FROM: RTE 864 (W) TO: 0.10 MI W. RTE 864 (W)	REJECT	ROBERTSON-POWLER CO. BUCHANAN, VA.	2	\$198,796.23
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PRIMARY

ROYNOR CO.
CONSTRUCT LEFT TURN LANE &
PARKING LOT

7 Primary Projects Awarded @ \$8,384,223.69; 2 Primary Projects Rejected @ \$284,800.27

BID RESULTS

OCTOBER 26, 1999

Job Des.	Project No.	Rm. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
SECONDARY							
1	0645-071-166, MS01 CONSTRUCTION FUNDS	645	FROM: 8.10 KMS. BEAVERDAM CREEK TO: 0.80 KM N. BEAVERDAM CREEK GOOCHLAND CO. 8.29 KM GRADING, DRAINAGE & ASPHL SURFACE TREAT. PAVE.	AWARD	PEARSON CONSTR., INC. DILLWYN, VA.	7	\$98,169.50
2	0649-071-361, NS01 CONSTRUCTION FUNDS	649	FROM: 1.61 MI S. RTE. 608 TO: RTE. 608 AUGUSTA CO. 0.83 MI GRADING, DRAINAGE, ASPHL SURFACE TREAT. PAVE. & INCHES	AWARD	HOWDYSHIELL EXCAVATING, INC. MOUNT BEXON, VA.	7	\$262,511.04
3	0670-064-195, MS01 CONSTRUCTION FUNDS	670	FROM: 0.057 KM S. INT. RTE. 610 TO: 1.863 KM N. INT. RTE. 610 BICKINGHAM CO. 3.921 KM GRADING, DRAINAGE & ASPHALT PAVE.	AWARD	PEARSON CONSTR., INC. DILLWYN, VA.	4	\$679,514.28
4	0643-016-077, NS01 CONSTRUCTION FUNDS	643	FROM: INT. RTE. 746 TO: 2.118 KM E. RTE. 746 CHARLOTTE CO. 2.816 KM GRADING, DRAINAGE & ASPHL SURFACE TREAT. PAVE.	AWARD	LANCO PAVING, INC. VIRGELINA, VA.	7	\$283,403.00

BID RESULTS

OCTOBER 26, 1999

Job Des.	Project No.	Ris. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
6	033	631	FROM: 1.20 MI S. RTE. 19 TO: 1.00 MI S. RTE. 19 RUSSELL CO. CURVE WIDENING INCLUDING 0.20 MI GRADING, DRAINAGE & ASPHALT PAVE	AWARD	J & J CONTRACTORS, INC. ROSEDALE, VA.	1	\$42,314.00
6	G1b	129	FROM: INT. RTE. 713 TO: 0.30 MI E. INT. RTE. 713 TAYLOR CO. 0.30 MI GRADING, DRAINAGE & ASPH. SURFACE TREAT. PAVE.	AWARD	HUNTER PAVING, INC. FOUNDING MILL, VA.	10	\$92,560.00
7	G42	780	FROM: 0.21 MI W. BACKLICK RD. TO: BACKLICK RD. FAIRFAX CO. RAMP WIDENING INCLUDING 0.21 MI GRADING, DRAINAGE, PLANKING & ASPHALT PAVE.	AWARD	CUBE CONSTR. CORP. HEARDON, VA	5	\$114,175.40
8	G43	436	FROM: 0.04 MI S. RTE. 637 (POPLAR LAWN RD.) TO: 0.11 MI S. RTE. 637 (PLEASANT POINT RD.) SERRA CO. 1.19 MI GRADING, DRAINAGE & ASPHALT PAVE.	AWARD	B. P. SHORT & SON PAVING CO., INC. PETERSBURG, VA.	4	\$332,442.95

SECONDARILY

BID RESULTS

OCTOBER 16, 1999

Job Des.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
01	1001-001-001 CONSTRUCTION FUNDS	400	FROM: RUSSELL CO. LINE TO: RTE. 61 DICKINSON CO. 1.300 MI DRAINAGE, DRAINAGE & ASPHALT PAVE.	AWARD	PATRICK CONSTRUCTION, INC. ST. PAUL, VA	8	\$352,048.23
02	0057-001-001 CONSTRUCTION FUNDS	903	FROM: E. INT. RTE. 412 TO: N. INT. RTE. 412 WYTHE CO. 1.344 MI DRAINAGE, DRAINAGE, ASPH. & SURFACE TREAT. PAVE & INSTR.	AWARD	D & D CONSTRUCTION COMPANY CHARLOTTE, VA.	3	\$189,398.00
03	145-001-001 MAINTENANCE FUNDS	145	LOCATION: RTE. 145 (RUBEN HILL) CR. 1 OVER RTE. 95 FAIRFAX CO. MICROSED BUILDING DEMOLITION	AWARD	THE LANE CONSTRUCTION CORPORATION MERRIDEN, CT.	4	\$371,287.00
04	0721-001-001 CONSTRUCTION FUNDS	729	FROM: RTE. 41 00 TO: RTE. 714 MERCER CO. 2.5 MI DRAINAGE, DRAINAGE, PAVEMENT & INSTR.	AWARD	FRABSON CONST., INC. DILLWATER, VA.	4	\$747,589.51

BID RESULTS

OCTOBER 26, 1999

Job Des.	Project No.	Rec. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
13 896	6616-03-124, 1982 CONSTRUCTION FUNDS	619	FROM: 4.21 MI. RTE. 226 TO: RTE. 642 FRANKLIN CO. 4.92 MI GRADING, DRAINAGE, PAVEMENT & DITCHES	AWARD	J & D CONSTR. CO., INC. HILLSVILLE, VA.	3	\$235,478.50
14 896	6677-02-157, 2001 CONSTRUCTION FUNDS	677	FROM: RTE. 606 TO: 1.87 MI E. RTE. 606 ESSEX CO. RECONSTRUCTION EXISTING UNPAVED ROADWAY	AWARD	STANLEY CONSTRUCTION CO., INC. ASHLAND, VA.	5	\$127,151.90
15 895	6674-03-174, 1991 CONSTRUCTION FUNDS	678	FROM: RTE. 643 TO: RTE. 651 FLUVANNA CO. 1.1 MI GRADING, DRAINAGE, STABILIZATION & DITCHES	AWARD	UNLIMITED EXCAVATING SCOTTSVILLE, VA.	1	\$268,169.00

SECONDARY

15 Secondary Projects Awarded @ \$4,188,247.93

BID RESULTS

OCTOBER 26, 1999

Job Des.	Project No:	Rte. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1 041	(INFO)11-140-304, C502, B004 CONSTRUCTION FUNDS	21	FROM: 0.175 MI E. DRT. HILLMAN HWY. (RTE 609) TO: 0.008 MI W. DKT. BOONE ST. TOWN OF ABBEVILLE 0.751 MI GRADING, DRAINAGE, ASPH PAVE, SWM PLANTING, SIGNALS, UTILS & BRIDGE	URBAN AWARD	E. S. JONES AND ASSOCIATES, INC. ABINGDON, VA.	1	\$9,421,713.85
<p>1 Urban Project Awarded @ \$9,421,713.85</p>							

BID RESULTS

OCTOBER 26, 1999

Job Des.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
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1	BAR	CMSP787814 MAINTENANCE FUNDS	VAR: VARIOUS LOCATIONS	AWARD	ACCENT STRIPE, INC. ORCHARD PARK, NY.	5	\$517,949.40
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MISCELLANEOUS

SUFFOLK DISTRICT
INSTALL BARRIED
SNOWFLOWABLE PAVEMENT
MARKERS

I Miscellaneous Project Awarded @ \$517,949.40

11/18/99

Item 8:

Moved by Mr. White, seconded by Mrs. Lionberger, 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 geotechnical borings and analysis (bridge foundations and retaining walls only), complete right of way, roadway construction, and structure and bridge plans for the grade separation of Route 28 over Norfolk Southern Railway and Route 674 and grade separation of Route 674 over Norfolk Southern Railway for Project 0028-155-103, PE-101 in the City of Manassas, 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 EarthTech, 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 a Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board authorizes the execution of the Agreement with the firm of Earth Tech, which establishes a compensation of \$1,463,495.00 for services and expenses, plus a net fee of \$50,651.00, making the maximum total compensation not to exceed \$1,514,146.00.

Motion carried.

Moved by Mr. White, seconded by Mrs. Lionberger, 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 traffic (data and analysis), traffic control devices (signs, signals, lighting, and pavement markings/markers), structure and bridge, and roadway construction plans on Route 50 for Project 0050-000-V18, PE-101 located in Arlington County, it is necessary to supplement its staff; and

11/18/99

WHEREAS, in accordance with Department policy and State procurement procedures, a firm proposal has been received from TAMS Consultants, 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 a Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board authorizes the execution of the Agreement with the firm of TAMS Consultants, Inc., which establishes a compensation of \$1,206,854.00 for services and expenses, plus a net fee of \$70,159.00, making the maximum total compensation not to exceed \$1, 277,013.00.

Motion carried.

Item 9:

Moved by Mr. Myers, seconded by Mr. White, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Public Hearing was held in the Mortimer Y. Sutherland Middle School on January 29, 1998, for the purpose of considering the proposed location alignment of Route 649 from Route 29 to Route 606 in Albemarle County, State Project 0649-002-158,C501; and

WHEREAS, on July 16, 1998, the Commonwealth Transportation Board approved the location designated Alignment "B" Modified, in accordance with the plan as proposed and presented at the said Location Public Hearing; and

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in Mortimer Y. Sutherland Middle School, located at 2801 Powell Creek Drive in Albemarle County, Virginia on Thursday, August 12, 1999, between 5:30 p.m. and 7:30 p.m., for the purpose of considering the proposed major design features of Route 649 from Route 29 to Route 606 in Albemarle County, State Project 0649-002-158,C501; and

11/18/99

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

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

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

Motion carried.

Item 10:

Moved by Mr. Byrd, seconded by Mr.White, 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 on August 19, 1999, at the Burkeville Fire Department between 4:00 p.m. and 7:00 p.m., for the purpose of considering the location and major design features of Route 607, from the intersection of Route 360 to the intersection of Route 612, State Project 0607-079-175,M-501 in Prince Edward County, Virginia; and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for 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.

11/18/99

Moved by Mrs. Weish, seconded by Mr. Martin, 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 Wilson Elementary School located on Woodrow Wilson Avenue (Route 358) in the Woodrow Wilson Complex at Fishersville, Virginia, on Wednesday, July 7, 1999, between 4:00 p.m. and 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 642 from Route 608 to 0.55 mile (0.88 km) north Route 608 in Augusta County, State Project 0642-007-293,M502 and Route 642 from 0.55 mile (0.88 km) north Route 608 to Route 250 in Augusta County, State Project 0642-007-P93,M501; 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.

Item 11:

Moved by Mr. Porter, seconded by Mr. Grubb, 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 licensed, public-use airports"; and

WHEREAS, the New Kent County Board of Supervisors has, by appropriate resolution, requested Industrial Access Funds to serve the Basic Construction Company site, off Route 30/33, northeast of Route 249, located in New Kent County, and said access is estimated to cost \$90,000; and

11/18/99

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

NOW, THEREFORE, BE IT RESOLVED that \$90,000 of the 1999-2000 Fiscal Year Industrial, Airport, and Rail Access Fund be allocated to provide adequate access to the Basic Construction Company site, located in New Kent County, Project 0682-063-145, M501, contingent upon:

1. all necessary right of way, environmental assessments, and utility adjustments being provided at no cost to the Commonwealth;
2. the payment of all ineligible project costs, and of any eligible project costs in excess of this allocation, from sources other than those administered by VDOT;
3. the provision of capital outlay documentation by the County; and
4. VDOT determining eligible capital outlay in accordance with current policy and procedure.

Motion carried.

Moved by Mr. Porter, seconded by Mr. Grubb, 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 licensed, public-use airports"; and

WHEREAS, the Washington County Board of Supervisors has, by appropriate resolution, requested Industrial Access Funds to serve the Utility Trailer Manufacturing Company, and said access is estimated to cost \$296,000; and

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

11/18/99

NOW, THEREFORE, BE IT RESOLVED that \$296,000 of the 1999-2000 Fiscal Year Industrial, Airport, and Rail Access Fund be allocated to provide adequate access to the Utility Trailer Manufacturing Company, located in Washington County, Project 0844-095-284,C501, contingent upon:

1. all necessary right of way, environmental assessments, and utility adjustments being provided at no cost to the Commonwealth;
2. the payment of all ineligible project costs, and of any eligible project costs in excess of this allocation, from sources other than those administered by VDOT;
3. the provision of capital outlay documentation by the County; and
4. VDOT determining eligible capital outlay in accordance with current policy and procedure.

Motion carried.

Item 12:

Moved by Mr. Porter, seconded by Mr. Grubb, 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 \$3,000,00 from highway funds for such purpose, and further provides that "The Commonwealth Transportation Board, with the concurrence of the Director of the Department of Conservation and Recreation is hereby authorized to make regulations to carry out the provisions of this section"; and

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

WHEREAS, the Chesterfield County Board of Supervisors has, by resolution, requested the use of Recreational Access Funds to provide adequate access to Chesdin Landing Park, located off Route 657, and said access is estimated to cost \$316,000; 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

11/18/99

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

NOW, THEREFORE, BE IT RESOLVED that \$283,000 (\$250,000 unmatched and \$33,000 matched) from the 1998-2000 Fiscal Year Recreational Access Fund be allocated to construct the access road to Chesdin Landing Park, Project 0957-020-309,M501, contingent upon:

1. acceptance of Lake Chesdin Parkway into the Secondary System of State Highways;
 2. all necessary right of way, environmental assessments, and utility adjustments being provided at no cost to the Recreational Access Fund;
 3. the execution of an appropriate contractual agreement between the County of Chesterfield (County) and the Virginia Department of Transportation (VDOT), to provide for the design, administration, construction, and maintenance of this project;
 4. the provision of the required \$33,000 in matching funds by the County;
- and
5. the payment of all ineligible project costs and all eligible project costs in excess of \$283,000 from sources other than the Recreational Access Fund.

Motion carried.

Item 13:

Moved by Mr. Porter, seconded by Mr. White, that

WHEREAS, in response to a formal request by the Loudoun County Board of Supervisors that Route 662, Route 698, Route 681, and Route 673 between Route 287 (Berlin Turnpike) and Route 9 (Charles Town Pike) be considered for restriction of through truck traffic pursuant to the provisions of Section 46.2-809 of the Code of Virginia, this matter has been carefully reviewed; and

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

WHEREAS, the routes in question traverse a predominantly non-commercial area; and

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

11/18/99

WHEREAS, proper notice was given by posting signs and publishing notices advising the public of the proposed restrictions 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 662, Route 698, Route 681, and Route 673 between Route 287 (Berlin Turnpike) and Route 9 (Charles Town Pike) be restricted to through truck traffic in accordance with Section 46.2-809 of the Code of Virginia.

Motion carried.

Moved by Mr. Porter, seconded by Mr. White, that

WHEREAS, in response to a formal request by the Fairfax County Board of Supervisors that Route 740 (Brookside Drive) between Route 236 (Little River Turnpike) and Route 620 (Braddock Road) be considered for restriction of through truck traffic pursuant to the provisions of Section 46.2-809 of the Code of Virginia, this matter has been carefully reviewed; and

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

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

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

WHEREAS proper notice was given by posting signs and publishing notices advising the public of the proposed restrictions 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.

11/18/99

NOW, THEREFORE, BE IT RESOLVED that Route 740 (Brookside Drive) between Route 236 (Little River Turnpike) and Route 620 (Braddock Road) be restricted to through truck traffic in accordance with Section 46.2-809 of the Code of Virginia.

Motion carried.

Item 14:

Moved by Mr. Porter, seconded by Mr. White, that the Board approve the Surface Transportation Assistance Act special use permit routings as shown on attached pages numbered 19 A through 19 C.

Motion carried.

Item 15:

Secretary Ybarra shared with the Board the Report on the Future Viability of the Eastern Shore Railroad (attached pages 19 D through 19 M).

Mrs. Welsh asked for a discussion of logo signs. Mr. Porter reviewed the changes in the logo criteria, and Mr. Nottingham explained enforcement of the program.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, 23218-1829
October 28, 1999

CHARLES D. NOTTINGHAM
ACTING COMMISSIONER

Board Ratification of STAA
Special Use Permit Routings

MEMORANDUM

TO – Mr. Claude D. Garver, Jr.

The following is a report of Routing Permits issued under the Surface Transportation Assistance Act of 1982 to be submitted to the Commonwealth Transportation Board for approval at the November 18, 1999 meeting.

<u>Route</u>	<u>County/City</u>	<u>Mileage</u>	<u>Requesting Company</u>
20	Albemarle County	17.59 Mi.	VIRCO MFG. Corporation
6	Albemarle County, Town of Scottsville, Fluvanna County, Town of Columbia & Goochland County	41.28 Mi.	VIRCO MFG. Corporation
606	Goochland County	1.82 Mi.	VIRCO MFG. Corporation
649	Fluvanna County	3.95 Mi.	VIRCO MFG. Corporation
704	Fluvanna County	0.15 Mi.	VIRCO MFG. Corporation
673	Fluvanna County	0.38 Mi.	VIRCO MFG. Corporation
675	Rappahannock County	0.10 Mi.	River Ridge Excavation
4646	Fairfax County	0.50 Mi.	VIRCO MFG. Corporation
7680	Fairfax County	0.55 Mi.	VIRCO MFG. Corporation

Mr. Claude D. Garver, Jr.
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 October 28, 1999

<u>Route</u>	<u>County/City</u>	<u>Mileage</u>	<u>Requesting Company</u>
7681	Fairfax County	0.22 Mi.	VIRCO MFG. Corporation
6215	Fairfax County	0.58 Mi.	VIRCO MFG. Corporation
3575	Fairfax County	0.10 Mi.	VIRCO MFG. Corporation
1 Bus.	Spotsylvania County & City of Fredericksburg	2.94 Mi.	Domination Growers, Inc. & Dot Transportation
671	Prince Edward County	6.43 Mi.	Warrior Xpress
667	Prince Edward County	1.50 Mi.	Warrior Xpress
1	Henrico County	3.88 Mi.	Ukrop's Super Markets, Inc.
250	Henrico County	6.42 Mi.	Ukrop's Super Markets, Inc.
157	Henrico County	0.92 Mi.	Ukrop's Super Markets, Inc.
33	Henrico County	0.94 Mi.	Ukrop's Super Markets, Inc.
6	Henrico County	3.52 Mi.	Ukrop's Super Markets, Inc.
99	Pulaski County & Town of Pulaski	2.02 Mi.	Pulaski County
611	Pulaski County	1.56 Mi.	Pulaski County
F047	Pulaski County	1.51 Mi.	Pulaski County
694	Pulaski County	0.47 Mi.	Pulaski County
643	Pulaski County	1.03 Mi.	Pulaski County
812	Pulaski County	0.41 Mi.	Pulaski County
814	Pulaski County	0.13 Mi.	Pulaski County

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<u>Route</u>	<u>County/City</u>	<u>Mileage</u>	<u>Requesting Company</u>
660	Pulaski County	0.47 Mi.	Pulaski County
611	Pulaski County	2.01 Mi.	Pulaski County
682	Pulaski County	0.85 Mi.	Pulaski County
845	Pulaski County	0.15 mi.	Pulaski County
1060	Pulaski County	0.12 Mi.	Pulaski County
679	Pulaski County	1.45 Mi.	Pulaski County
100	Town of Pulaski & Pulaski County	7.10 Mi.	Pulaski County
759	Pulaski County	0.03 Mi.	Pulaski County
691	Pulaski County	0.50 Mi.	Pulaski County
735	Sussex County	2.70 Mi.	Charles W. Barnes
642	Sussex County	1.20 Mi.	Charles W. Barnes


G. A. Venable
Assistant State Traffic Engineer

**A Report on the Future Viability of the
Eastern Shore Railroad**

To

Governor James S. Gilmore III

And

House of Delegates Committee on Appropriations

And

Senate Committee on Finance

Secretary of Transportation

Shirley J. Ybarra

November 1, 1999

The Honorable James S. Gilmore, III
The Chairmen of the House Appropriations and
Senate Finance Committees

Dear Governor Gilmore and Committee Chairmen:

Pursuant to Chapter 935, Item 514-H of the 1999 Virginia Acts of Assembly, I am enclosing the study report to review and make recommendations on the future viability of the Eastern Shore Railroad, including private purchase options. The information collected during this study reveals that it would be beneficial to the Commonwealth to find viable solutions to maintain the rail service on the Eastern Shore of Virginia. The report shows promise for the economic development of the Eastern Shore and that the termination of railroad service would leave the Eastern Shore with one less asset to attract economic development.

Thank you for the opportunity to conduct this study.

As always, let me know if you have questions.

Very truly yours,

Shirley J. Ybarra
Secretary of Transportation

Enclosure

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PREFACE

The 1999 Virginia Acts of Assembly, Chapter 935, Section 1-122, Item 514H states:

The Secretary of Transportation and the Commonwealth Transportation Board shall review and make recommendations on the future viability of the Eastern Shore Railroad, including private purchase options. A report shall be submitted to the Governor and the Chairmen of the House Appropriations and Senate Finance Committees by November 1, 1999.

The staff of the Virginia Department of Rail and Public Transportation (DRPT) has coordinated efforts with the Secretary of Finance, the Secretary of Commerce and Trade, Virginia Economic Development Partnership, and the Virginia Resources Authority to accomplish this directive. An Executive Summary and Report are attached.

BACKGROUND

Many changes have occurred to the rail service once provided by the Penn Central Railroad between Pocomoke, MD and Norfolk, VA. In 1976 the Eastern Shore rail operation was not included in the new railroad system (Consolidated Rail Corporation or Conrail) which was created to replace the Penn Central and other bankrupt railroads in the Northeast.

In order to continue rail service on the Eastern Shore, the Accomack-Northampton Transportation District Commission (ANTDC) owned and operated a short line service on the Eastern Shore. This operation was later purchased by Canonic Atlantic. However, in 1988, ANTDC repurchased the rail assets and continued the operation. ANTDC's purchase was financed by a bond issue by the Virginia Resources Authority (VRA).

In December of 1990, VRA issued bonds on behalf of ESHR as the result of a legislative initiative approved in the preceding General Assembly session. Since that time, the railroad has not been successful in generating sufficient operating revenue to cover expenses and make debt service payments. Instead, it has relied on repeated infusions of funding from the Commonwealth.

The physical plant of the Eastern Shore Railroad (ESHR) consists of 70 miles of main track and 30 miles of secondary and yard track including two major yards at Cape Charles and Little Creek. The rail on the main line is generally 130 pounds in weight per yard of rail. An appraisal of the property, including the rolling stock, barges, rail, vehicles and property was completed by A.P. Grice and Son, Inc., Realtors, real estate appraisers and consultants on April 1, 1999, with a net liquidated value of between \$6,400,000 and \$6,650,000 million.

Information provided in this report is a culmination of information and data from three recent reports regarding the ESHR. These include: Limited Appraisal Report of the Eastern Shore Railroad, by A.P. Grice and Son Inc., April 15, 1999; Assessment of Economic/Social Impact and Viability of the Eastern Shore Railroad, L.E. Peabody and Associates, March 31, 1999; Eastern Shore Railroad Market Analysis, by Railroad Industries Inc., May 21, 1999.

STUDY FINDINGS

Economic Development of the Eastern Shore

The need for continued economic growth on the Eastern Shore of Virginia is of great concern. One component of economic growth in the region is the continuation of the Eastern Shore rail service connecting Virginia's main land and points south to Virginia's Eastern Shore and points north. Loss of this rail service could contribute to economic hardship on the local economy and could significantly hinder efforts for future industrial and economic development. Without rail service, new business development would be limited to enterprises whose operations rely only on trucks for shipping needs. As these businesses locate, congestion on U.S. Route 13, the only major highway thoroughfare would likely increase. Enterprises desiring or requiring rail service would locate elsewhere.

The loss of the ESHR could result in 20,000 or more new truck movements on the Route 13 Corridor and the I-95 Corridor. Assuming one half of the existing rail traffic will be diverted to truck, approximately 20,000 or more new truck movements will be diverted to routes that parallel the existing rail route. The increase in truck traffic would be more acutely felt on the Eastern Shore and Norfolk including the bridges and tunnels. In the alternative, north-south traffic could be diverted to the already congested I-95 moving through Virginia. Congestion and air quality would be impacted. Finally, the movement of hazardous materials by rail has proven to be the safer mode and without the ESHR these materials would then be transported by truck.

The Wallops Island Aerospace industrial area is only serviced by the ESHR. The long-term viability of this carrier is an important factor in the ability of the Virginia Commercial Space Flight Authority to be competitive in the current and future launch services market. The ultimate success of the Virginia Space Flight Center and Virginia's ability to service major aerospace customers such as VentureStar is dependent on our ability to economically transport major launch vehicle components to the launch sites at Wallops Island. Transportation of these items by air or over long distances by road is not practical for reasons of size, weight and permitting of hazardous cargo. Rail transport is the only feasible mode.

Financial Issues: Past and Present

Rising from the bankrupt Penn Central Railroad, the Commonwealth of Virginia first placed investments in the Eastern Shore Railroad in 1977 in order to sustain rail service on the Eastern Shore. The service was partially subsidized by the Commonwealth and operated by the Accomack-Norhampton Transportation District Commission (ANTDC) that owned and operated the short line service on the Eastern Shore. This operation was later purchased by a private venture, Canonic Atlantic. However, in 1988, ANTDC repurchased the rail assets and continued the operation. ANTDC's purchase was financed by a bond issue by the Virginia Resources Authority (VRA).

The ANTDC found it necessary to borrow a substantial amount of money in order to reacquire the railroad from the private sector. Subsequently, debt was transferred from a private

institution to a public sector bonding authority. The second issue of that bond will begin in the year 2000 with an amount of \$4.88 million payable over 15 years. Servicing the debt presently at just over \$500,000 per year consumes nearly 25 percent of the total revenue of the ESHR. Clearly, the elimination or reduction of the debt payment would substantially improve the financial situation of the railroad.

Abandonment of service would likely equate in a bankruptcy situation for the ESHR. Assets would be sold to satisfy debts including unfunded liabilities, trade credit and long term debt. Since the railroad would not be producing income, most of the right-of-way and rail assets would be valued at net liquidation value. After the sale of the assets and the payments of legal services, it is assumed that the remaining funds would not be sufficient for paying the debts of the ESHR. Therefore, the Commonwealth would be responsible for payment of the bond indebtedness, other commitments to the Commonwealth, and other unpaid expenses. This represents an immediate loss to the taxpayers of the Commonwealth and other creditors.

In late 1998 Mr. Ken Pippen, President of the Carolina Southern Railroad made an offer to purchase ESHR under the guidelines of the Public-Private Transportation Act of 1995. These guidelines were issued by the ANTDC, and stated that the Commission would review "unsolicited proposals from private entities to acquire, construct, improve, maintain and/or operate qualifying transportation facilities under its jurisdiction." A non-refundable, non-negotiable fee of \$10,000 was required for a proposal to be reviewed.

Those who may have considered submitting unsolicited proposals for acquisition had little assurance that the ANTDC was seriously intent on selling the railroad to a private operator. Instead, the guidelines indicated that it would consider most any public-private activity, including construction and maintenance of facilities. Accordingly, the state should consider directing the ANTDC to issue a Request For Proposal (RFP) that explicitly seeks proposals for the private purchase of the railroad.

Based on an April 1999 appraisal, the net liquidated value of the railroad is between \$6,400,000 and \$6,650,000. If the ANTDC were to receive just 50 cents on the dollar of the railroad's appraised value, it would have more than enough to retire its outstanding debt of \$4.88 million. Even if the highest bid were less than this amount, the Commonwealth would still be able to reduce the amount of dollars that would be required to retire the moral obligation-backed bonds. Of equal importance, the railroad would be in private hands in which operating decisions are more appropriately guided by market forces.

Economic and Social Impacts

One of the most obvious and immediate impacts of the potential loss of the ESHR is elimination of the railroad workforce. Already, in an effort to cut cost, the scope of many positions has been expanded and some positions have been eliminated. Today, there are 24 full time employees, with an average employee salary at about \$30,000. Other compensation includes health/dental care, life insurance and retirement contributions. Individuals now employed by the railroad are not only consumers of goods and services but are taxpayers as well. This situation would obviously change if their employment status changes to unemployment.

According to the Virginia Economic Development Partnership, loss of ESHR could result in a loss of more than \$1 million in income and sales tax revenues over the next twenty years. It

should be noted that the two counties of the Eastern Shore have an unemployment rate over three times the State average. More directly, if these employees loose their jobs, they are likely to need state assistance because acquiring another job would be very difficult.

The railroad is an important consumer of goods and services. Purchases by ESHR in the region exceed more than \$1 million annually. These purchases include contract right-of-way maintenance, marine operation, and professional services. The impact of closing the ESHR on shippers now using rail service is not quantified here, but could cause the shippers to incur higher transportation costs. Currently there are over 40 shippers that rely directly or indirectly on the rail services provided by ESHR.

Moving the Railroad Forward

The management of ESHR and the Department of Rail and Public Transportation has been meeting with the Virginia Economic Development Partnership in an effort to locate one or more rail traffic generating industries on the Eastern Shore. This effort will be continued. Today, over 40 shippers directly or indirectly depend on the ESHR to provide for rail service. Although in the past few years, a number of shippers have ceased using the ESHR route. Work is being done by the railroad to bring these shippers back to the ESHR, and some of the shippers have returned.

At the present carload level of 5200, ESHR can finance day to day expenses while the Commonwealth continues to finance debt payments, tugboat capital lease payments as well as infrastructure improvements. At various levels of increased traffic, the Commonwealth's financial contribution can decrease to a point, about 9350 carloads, where financial assistance is not necessary. With Norfolk Southern Railroad (NS) increasing its track ownership on the Delmarva Peninsula through the acquisition of Conrail, new opportunities exist for ESHR to increase traffic.

The ESHR management and the Department of Rail and Public Transportation have met with NS in an effort to allow ESHR to purchase the rail line to Delmar, Maryland. Delmar has been identified by ESHR as a more efficient interchange point with NS operations while affording ESHR an opportunity for more than five thousand new carloads of local traffic. This is a much better place to exchange traffic with the Norfolk Southern Railroad than the current location in Pocomoke, Maryland. This change would also allow the ESHR to pick up additional traffic of about five thousand carloads. Even though it has been shown to Norfolk Southern Railroad that it would be cost effective to them, they have denied the request by ESHR to purchase the line to Delmar at the present time.

The Commonwealth's Rail Preservation Program has made approximately \$1 million available over the past four fiscal years from 1994 to 1998. The FY99 loan of \$800,000 was made with the funds being used to meet current debt obligations. With monies not being used for infrastructure maintenance and asset replacement, a maintenance situation will worsen. In the long term, an annual expenditure for infrastructure maintenance and asset replacement must be made to avoid deterioration of the ESHR infrastructure.

In calendar year 1998, the ANTDC adopted procedures to allow the ESHR, in conjunction with DRPT, to solicit proposals for the purchase and operation of the ESHR. The options presented were: private ownership and operation; private ownership and public

operation; and any combination that would provide financial assistance to the ESHR to meet the railroad's annual bond payment. There were approximately fifteen letters sent out to various individuals that had expressed a desire to purchase a railroad in the Commonwealth of Virginia. Six interested parties responded with proposals and sought additional information. Meetings were held with each of these individuals and information was supplied to them concerning the railroad. One individual made a final offer to negotiate the purchase of the ESHR as a private rail operation.

CONCLUSIONS AND RECOMMENDATIONS

Time is critical in terms of ESHR's movement to becoming viable and self-sufficient. With the combined sale of Conrail to NS and CSX, the opportunities for longer and more viable traffic movements have been identified. However, the Commonwealth will have to assist in the reduction of the debt of the ESHR. The key here is the elimination of the bond payment, which requires about 25 percent of the annual revenue. With everyone working together to develop the new traffic, expanding service areas, recapturing old traffic, viable rail service could develop.

Of great concern to the Commonwealth is the fact that the ESHR is not self-sustaining under its present indebtedness. The loss of the ESHR could have far greater negative impacts on the Eastern Shore and the quality of life in the region than the cost associated with assisting in making the railroad a viable asset to the local and regional areas as well as the Commonwealth.

Virginia can work collectively with any Eastern Shore Railroad operator to achieve optimum efficiency through its rail programs. According to studies, the financial difficulties of the Eastern Shore Railroad could make it difficult for a private ownership without public assistance, but further private involvement in the railroad is critical to its long-term success. The Commonwealth should make arrangements for the restructuring of bonded debt that could be backed by notes from ESHR. A long-term repayment schedule for these notes could be established to parallel any debt restructuring with a minimal repayment during the first few years and a repayment schedule ballooning in later years.

Although the first round of private proposals were not successful. Guidelines set forth by the ANTDC should be reviewed and sharpened and a new Request for Proposal (RFP) should be released that explicitly seeks proposals for the private purchase of the railroad. If the ANTDC were successful, the railroad would be in private hands where operating decisions are more appropriately guided by market forces. For the ANTDC to be successful, the Commonwealth must work to assist with financing the transfer.

During this study period, DRPT began working with the Virginia Economic Development Partnership, in an effort to enhance the opportunities of economic development for the Eastern Shore area, to attract new business for the railroad and increase its carloads. DRPT will also continue discussions with NS to explore future expansion of the line, or other ways to enhance service. The Rail Preservation Program will continue to assist in the rehabilitation of the ESHR and with the Rail Industrial Access Program, assistance can be given to rail using industries.

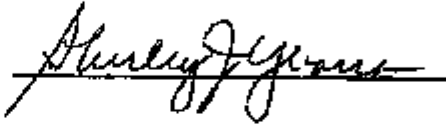
The adverse effect of the loss of the ESHR on the fragile local economy could have long, lasting effects to the future economic viability of the Eastern Shore. Preservation of service is critical, but preservation in the hands of a private entity that can insure the future success of the line through the powers of private enterprise is also just as critical. The Commonwealth should continue its support of the ESHR while the ANTDC actively seeks a private solution to the railroad.

11/18/99

Meeting adjourned 10:55 a.m.

The next meeting will be held on December 16, 1999, in Richmond, Virginia.

Approved:



Attested:

