

**MINUTES  
OF  
MEETING OF THE STATE HIGHWAY AND TRANSPORTATION BOARD**

Richmond, Virginia

December 18, 1986

The last meeting of the body known as the State Highway and Transportation Board was held at the Central Office in Richmond, Virginia, on December 18, 1986, at 10:00 a.m. The chairman, Mr. Ray D. Pethtel, presided.

Present: Messrs. Pethtel, Bacon, Davidson, Guiffre, Howlette, Humphreys, Kelly, Musselwhite, Quicke and Smalley and Mrs. Kincheloe.

Absent: Mr. Malbon.

Effective January 1, 1987, the State Highway and Transportation Board will become the Commonwealth Transportation Board. This change is a result of the passage of House Bill 5 during the Special Session of the General Assembly held in October, 1986.

During the public comment portion of the meeting, Mr. Joe Reeder, attorney with the firm of Patton, Boggs and Blow, and attorney for Norfolk Dredging Company, spoke to the Board relative to agenda item number 19, action on reinstatement from debarment of Norfolk Dredging Company.

On motion of Mr. Davidson, seconded by Mr. Humphreys, the minutes of the meetings of October 16 and November 20, 1986 were approved.

On motion of Mr. Bacon, seconded by Mr. Musselwhite, permits issued and canceled from November 20, 1986 to December 17, 1986, inclusive, as shown by the records of the Department were approved.

Moved by Mr. Quicke, seconded by Mrs. Kincheloe, that the Board approve additions and abandonments to the Secondary System from October 31, 1986 to November 20, 1986, inclusive, as shown by the records of the Department. Motion carried.

12/18/87

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

WHEREAS, by proper resolutions, the Board of Supervisors of Montgomery County and City of Suffolk (Rural) 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:

Montgomery County 0649-060-180, C-501	Section 1 - Route 649 - From Station 18+50 to 0.18 mile east to Station 28+00	0.18 Mile
Montgomery County 0601-060-162,C-501	Sections 2 and 3 - Route 617 - From new location of Route 617 Station 13+00, running north to where the old location meets with the new location at Station 14+10	0.08 Mile
City of Suffolk (Rural) 7058-061-S02-M501	Section 1 - Route 1329 - From Barricade running east to intersect with EBL of Route 58 at Station 55+25	0.02 Mile

Motion carried.

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

WHEREAS, Route 40 in Franklin County has been altered and reconstructed as shown on plans for Project: 0040-033-106, C502 and

WHEREAS, three sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and three sections of the old road are 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, 0.15 mile of old Route 23, shown in blue and designated as Sections 1 and 2 on the plat dated September 30, 1986, Project: 0040-033-106, C502 be abandoned as a part of the State Highway System. Motion carried.

12/18/87

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

WHEREAS, Route 40 in Franklin County has been altered and reconstructed as shown on plans for Project 0040-033-106, C501 and

WHEREAS, five sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and four sections are recommended to be transferred from the Primary System to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.29 mile of the old location of Route 40 shown in blue and designated as Sections 1, 3, 4, 14, and 7 on the plat dated October 6, 1986, Project 0040-033-106, C501, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.56 mile of the old location of Route 40 shown in red and designated as Sections 2, 5, 6 and 12 on the plat and project referred to hereinabove, be transferred to Secondary as a part of the State Highway System.

Motion carried.

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

WHEREAS, Route 23 in Wise County has been altered and reconstructed as shown on plans for Project: 6023-097-114, C504 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 two sections of the old road are 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, 0.15 mile of old Route 23, shown in blue and designated as Sections 1 and 2 on the plat dated January 12, 1983, Project: 6023-097-114, C504, be abandoned as a part of the State Highway System.

Motion carried.

12/18/87

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

WHEREAS, the State Highway and 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 City of Hampton are eligible for such payments; and

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Hampton for additional Local Streets totaling 3.93 centerline miles and meeting the required criteria under the aforementioned section of the Code, effective July 1, 1987. The additional Local Streets are described on the attached tabulation sheet numbered 1 through 3, dated October 29, 1986.

The Local Streets additions totaling 3.93 centerline miles increase the total mileage to 298.08 centerline miles of approved streets subject to maintenance payments.

Motion carried.

REQUEST FOR STREET ADDITIONS OR DELETIONS  
FOR MUNICIPAL ASSISTANCE PAYMENTS  
Section 31.1-41.1  
Code of Virginia

MUNICIPALITY City of Hampton

REQUEST FOR STREET ADDITIONS 3.93 Centerline Mileage  
9.26 Lane Miles

STREET NAME ROUTE NUMBER	TERMINI		R/W WIDTH (FEET)	PAVEMENT WIDTH (FEET)	CENTER- LINE MILES	NUMBER OF LANES	LANE MILES	FUNC. CLASS. (TPD USE ONLY)
	FROM	TO						
(1) Angus Lane	Farm House Lane	Northeast 200' to cul-de-sac	50	30'	.04	2	.08	LOC
(2) Barrington Place	Orcutt Avenue	East then South 540' to cul-de-sac	50	32'	.10	2	.20	LOC
(3) Buffalo Drive	Woodburn Drive	North 150'	50	30'	.03	2	.06	LOC
(4) Buffalo Drive	Woodburn Drive	Southeast 670' to Silver Isles Blvd.	50	32'	.13	2	.26	LOC
(5) Caldwell Drive	Paul Jack Drive	East then North 770' Southwest 345' to cul-de-sac	50	30'	.14	2	.28	LOC
(6) Charolais Run	Farm House Lane	North 1350' to Marcella Road	50	30'	.06	2	.12	LOC
(7) Coliseum Drive	Cunningham Drive	East 480' to cul-de-sac	90	22-22'	.26	4	1.04 1.02	LOC
(8) Crispell Court	Paul Jack Drive	Northwest 250' to dead end	50	30'	.09	2	.18	LOC
(9) Fairmont Drive	100' Southeast Sandy Lakes Drive	Northwest 220' Northwest 845' to dead end	50	32'	.05	2	.10	LOC
(10) Farm House Lane	Harris Creek Road	Northwest 220' Northwest 845' to dead end	Var.	70 to 40'	.04	2	.08	LOC
(11) Farm House Lane	Harris Creek Road	Northwest 845' to dead end	50	32'	.16	2	.32	LOC
(12) Hampton Club Dr.	Hardy Cash Drive	South 950'	60	40'	.18	2	.36	LOC

\*COUNCIL RESOLUTION & MAP ATTACHED

SIGNED Thomas W. Casell 9-26-86  
MUNICIPAL OFFICIAL DATE

SIGNED J. N. Hobbie 10-29-86  
RESIDENT ENGINEER DATE

CLASSIFIED BY B. W. Searles 12-3-86  
TPD ENGINEER DATE

REQUEST FOR STREET ADDITIONS OR DELETIONS  
FOR MUNICIPAL ASSISTANCE PAYMENTS  
Section 33.1-41.1  
Code of Virginia

MUNICIPALITY City of Hampton

STREET NAME ROUTE NUMBER	FROM	TO	R/W WIDTH (FEET)	PAVEMENT WIDTH (FEET)	CENTER- LINE MILES	NUMBER OF LANES	LANE MILES	FUNC. CLASS. (TPO USE ONLY)
13) Hardy Cash Drive	120' East of Executive Drive	East 245'	60	40'	.05	2	.10	LOC
14) Hardy Cash Drive	350' West of Executive Drive	West 870' to Magruder Boulevard	60	40'	.16	2	.32	LOC
15) Honeysuckle Hill	Farm House Lane	Northeast 335' to cul-de-sac	50	30'	.06	2	.12	LOC
16) Leftwich Court	Silver Isles Blvd.	Southeast 345' to cul-de-sac	50	30'	.10	2	.20	LOC
17) Lorigan Lane	Silver Isles Blvd.	Northwest 255' to Temple Street	50	32'	.05	2	.10	LOC
18) Marcella Road	120' East of Hartford Road	East 2110'	60	40'	.44	4	1.76	LOC
19) Paddock Lane	Farm House Lane	Southwest 430' to dead end	50	32'	.08	2	.16	LOC
20) Paul Jack Drive	160' South of Crispell Court	North 565'	50	32'	.11	2	.22	LOC
21) Peabody Drive	100' South of Hardy Cash Drive	South then East 930' to cul-de-sac	50	30'	.18	2	.36	LOC
22) Philmont Avenue	70' South of Fairmont Drive	South then West 490' to cul-de-sac	50	30'	.09	2	.18	LOC
23) Sandy Lakes Dr.	Fairmont Drive	Southwest 70' to dead end	50	32'	.01	2	.02	LOC
24) Sandy Lakes Dr.	Fairmont Drive	Northeast 980' to Westmont Drive	50	32'	.18	2	.36	LOC

\*COUNCIL RESOLUTION & MAP ATTACHED

SIGNED Terrance L. Caswell DATE 9-26-86  
MUNICIPAL OFFICIAL

SIGNED J. M. Abel DATE 10-29-86  
RESIDENT ENGINEER  
CLASSIFIED BY B. W. Slava DATE 12-3-86  
TPD ENGINEER

REQUEST FOR STREET ADDITIONS OR DELETIONS  
FOR MUNICIPAL ASSISTANCE PAYMENTS  
Section 33.1-41.1  
Code of Virginia

MUNICIPALITY City of Hampton

STREET NAME ROUTE NUMBER ↓	TERMINI		R/W WIDTH (FEET)	PAVEMENT WIDTH (FEET)	CENTER- LINE MILES	NUMBER OF LANES	LANE MILES	FUNC. CLASS. (TYPE USE ONLY)	
	FROM	TO							
(25) Sandy Lakes Dr.	Westmont Drive	Northeast 180' to cul-de-sac	50	32'	.03	2	.06	LOC	
(26) Silver Isles Blvd	60' Southwest of Long Creek Lane	Southwest 1990' to dead end	80	22-22'	.30	4	.60 <del>1.20</del>	LOC	
(27) Sugarberry Run	Farm House Lane	Southwest 615' to cul-de-sac	50	30'	.12	2	.24	LOC	
(28) Temple Street	284' Last of Buffalo Drive	East then North 570' to cul-de-sac	50	32'	.11	2	.22	LOC	
(29) Timothy Dell	Farm House Lane	Northeast 245' to cul-de-sac	50	30'	.05	2	.10	LOC	
(30) Vanesse Court	Peabody Drive	East 590' to cul-de-sac	50	30'	.11	2	.22	LOC	
(31) Water View Point	Sandy Lakes Drive	Northwest 340' to cul-de-sac	50	30'	.06	2	.12	LOC	
(32) Westmont Drive	175' Northwest of Philmont Avenue	Northwest 640' to dead end	50	32'	.12	2	.24	LOC	
(33) Woodburn Drive	Glenhaven Drive	Southeast 670' to Silver Isles Blvd.	50	32'	.13	2	.26	LOC	
(34) Woodburn Drive	Silver Isles Blvd.	Southeast 560' to dead end	50	32'	.11	2	.22	LOC	
TOTALS							9.93	9.26	

\*COUNCIL RESOLUTION & MAP ATTACHED

SIGNED Thomas W. Casper 9-26-86  
MUNICIPAL OFFICIAL DATE

SIGNED F.D. Hall 10-24-86  
RESIDENT ENGINEER DATE  
CLASSIFIED BY D.W. Sears 12-3-86  
TPO ENGINEER DATE

12/18/87

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

WHEREAS, the State Highway and 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 City of Hampton are eligible for such payments; and

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Hampton for additional Local Streets totaling 3.93 centerline miles and meeting the required criteria under the aforementioned section of the code, effective July 1, 1987. The additional Local Streets are described on the attached tabulation sheets numbered 1 through 3, dated October 29, 1986.

The Local Streets additions totaling 3.93 centerline miles increase the total mileage to 298.08 centerline miles of approved streets subject to maintenance payments.

Motion carried.

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

WHEREAS, the State Highway and 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 City of Newport News are eligible for such payments; and

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Newport News for additional Local Streets totaling 0.04 centerline mile and meeting the required criteria under the aforementioned section of the Code, effective July 1, 1987. The Local Streets are described on the attached tabulation sheet number 1, dated October 24, 1986.



12/18/86

The Local Streets additions totaling 0.04 centerline miles increase the total mileage to 346.12 centerline miles of approved streets subject to maintenance payments.

Motion carried.

**REQUEST FOR STREET ADDITIONS OR DELETIONS  
FOR MUNICIPAL ASSISTANCE PAYMENTS**  
Section 33.1-41.1  
Code of Virginia

MUNICIPALITY City of Newport News

STREET NAME ROUTE NUMBER	FROM	TERMINI TO	R/W WIDTH (FEET)	PAVEMENT WIDTH (FEET)	CENTER- LINE MILES	NUMBER OF LANES	LANE MILES	FUNC. CLASS. (TPO USE ONLY)
Bryan Court	Spring Road	cul-de-sac	50	36	.04	2	.08	LOC
							.08	
TOTAL								

-10-

\*COUNCIL RESOLUTION & MAP ATTACHED

SIGNED Philip E. Spangler 10/9/86  
MUNICIPAL OFFICIAL DATE

SIGNED J.N. Hall 10.24.86 DATE  
RESIDENT ENGINEER  
CLASSIFIED BY B.W. Sears 12-1-86  
TPO ENGINEER DATE

12/18/86

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

WHEREAS, the State Highway and 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 City of Waynesboro are eligible for such payments; and

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Waynesboro for additional Local Streets totaling 0.72 centerline mile and meeting the required criteria under the aforementioned section of the Code, effective January 1, 1987. The additional Local Streets are described on the attached tabulation sheet numbered 1, dated November 12, 1986.

The Local Streets additions totaling 0.72 centerline mile increase the total mileage to 74.23 centerline miles of approved streets subject to maintenance payments.

Motion carried.

REQUEST FOR STREET ADDITIONS OR DELETIONS  
FOR MUNICIPAL ASSISTANCE PAYMENTS  
Section 33.1-41.1  
Code of Virginia

MUNICIPALITY Waynesboro

STREET NAME ROUTE NUMBER #	TERMINI		R/W WIDTH (FEET)	PAVEMENT WIDTH (FEET)	CENTER- LINE MILES	NUMBER OF LANES	LANE MILES	FUNC. CLASS. (TPD USE ONLY)
	FROM	TO						
Huntington Place Route 1009	Pelham Drive Route 1018	1820' west	50	20	0.35	2	0.70	LOC
Glouster Court	Huntington Place	220' south	50	20	0.04	2	0.08	LOC
Lanchester Court	Huntington Place	336' north	50	20	0.06	2	0.12	LOC
Whetstone Drive	Red Top Orchard Road Route 1726	580' north	50	20	0.11	2	0.22	LOC
Harvard Road	Red Top Orchard Road Route 1726	842' north	60	22'	0.16	2	0.32	LOC
					0.72		1.44	

\*COUNCIL RESOLUTION & MAP ATTACHED

SIGNED [Signature] MUNICIPAL OFFICIAL DATE October 28, 1986

SIGNED [Signature] RESIDENT ENGINEER DATE 11-12-86  
CLASSIFIED BY [Signature] TPD ENGINEER DATE

12/18/86

Following presentation of Mr. J. G. Ripley, Director of Planning and Programming, on motion of Mr. Davidson, seconded by Mrs. Kincheloe, the Revised Tentative Allocation of Funds for Fiscal Year 1986-87 for Interstate, Primary and Urban Highway Systems, Public Transit, Ports and Airports; and the Six-Year Improvement Program for Fiscal Years 1986-87 through 1991-92 for Interstate, Primary, Urban and Secondary Highway Systems, Public Transit, Ports and Airports, were approved, as outlined on the attached sheets. Mr. Guiffre abstained on the following projects: (1) Route 95, Fairfax, Intersection Clermont Drive (A0184) (IR); (2) Alexandria, Monroe Street (0001-100-105); (3) Alexandria, Duke Street (0236-100-107); (4) Alexandria, Clermont Avenue (U000-100-109); (5) Alexandria, Clermont Avenue (U000-100-109, C-502, B-603).

The bids received on November 25, 1986 were approved/rejected as noted on the attached sheets numbered 13a through 13f.

JOB. DES.	PROJECT NUMBER	LOCATION	RECOMMENDATION	CONTRACTOR	LOW BID
INTERSTATE PROJECTS					
1	356-86A 0064-003-117, C501 0064-003-117, B664 0064-003-117, B665 0064-003-117, B666	Extension of Acceleration & Deceleration lanes Interstate I-64 Low Moor Interchange Alleghany County	AWARD	ROBERTSON CONSTR. CO., INC. BUCHANAN, VA.	\$995,591.00
2	358-86A 0081-060-109, L804	Rest Area NBL (2.0 Mi. W. Roanoke C. L.) Montgomery County	AWARD	PRILLAMAN & PACE, INC. MARTINSVILLE, VA.	\$133,425.00
3	366-86A 0581-080-102, B605 0581-080-102, B606	Rte. 628 Over Rte. 581 Roanoke County	AWARD	GUARD RAIL OF ROANOKE, INC. ROANOKE, VA.	\$36,602.50
4	377-86A R081-081-707, M400	From: Rte. 11 Overpass (M.P. 21.25) To: Rte. 606 (M.P. 31.28) Rockbridge County	AWARD	ADAMS CONSTR. CO. ROANOKE, VA.	\$1,567,258.70
5	330-85A 0664-061-103, G302 0664-061-103, B613	From: 0.277 Mi. W. Int. Rte. 135 To: S. Trestle I-664 Over Hampton Rds. City of Suffolk	AWARD	HIGGSON-BUCHANAN, INC. CHESAPEAKE, VA.	\$2,983,874.38
Moved by Mr. Musselwhite, seconded by Mr. Smalley, that the Board approve the bids listed above for the INTERSTATE SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried.					
PRIMARY PROJECTS					
1	239-86B 0211-069-0090, 001	From: 0.07 Mi. E. Int. Rte. 675 To: 0.15 Mi. E. Int. Rte. 675 Page County	AWARD	RAPPAMAN, INC. FRONT ROYAL, VA.	\$213,189.05

BIDS RECEIVED NOVEMBER 25, 1986

JOB. DES.	PROJECT NUMBER	LOCATION	RECOMMENDATION	CONTRACTOR	LOW BID
2	350-86A	0017-036-S11,M501 From: 3.51 MI. S. Int. Rte. 614 To: 2.25 MI. N. S. Int. Rte. 614 Gloucester County	AWARD	AL. DILLON CONTR., INC. NEWPORT NEWS, VA.	\$269,000.00
3	352-86A	0042-086-105,M501 0042-086-105,M602 From: 2.685 MI. W. S. Int. Rte. 16 To: 2.622 MI. W. S. Int. Rte. 16 Sayth County	AWARD	FORT CHISWELL CONSTR. CORP. MAX MEADOWS, VA.	\$90,655.00
4	356-86A	0061-010-103,C501 0061-010-103,M602 From: 3.604 MI. E. Int. Rte. 52 (Rocky Gap) To: 3.528 MI. E. Int. Rte. 52 (Rocky Gap) Bland County	AWARD	B. & F. CO. ROCKY MOUNT, VA.	\$390,000.00
5	357-86A	0072-097-107,M501 0072-097-107,M605 SR. & APPROACHES over Little Toms Cr. (Town of Cosburn) Wise County	AWARD	FORT CHISWELL CONSTR. CORP. MAX MEADOWS, VA.	\$201,127.93
6	363-86A	0301-048-S11,M501 0301-048-S12,M501 Int. Rte. 3 & 301 AND Int. Rtes. 205 & 301 King George County	AWARD	E. H. SAUNDERS & SONS, INC. HOPEWELL, VA.	\$97,056.00
7	531	0011-080-106,M501 0460-080-106,M501 0419-080-106,M501 Int. Rtes. 11 & 64B Int. Rtes. 460 & 220 A Int. Rtes. 419 & 221 Roanoke County	AWARD	L. H. SAWYER PAVING CO., INC. SALEM, VA.	\$64,460.00
8	532	DT00-029-101,C502 Various Locations Fairfax County	AWARD	APEX CONTR., INC. PARIS, KY.	\$489,997.50
9	537	070-0845-5007 070-0636-5001 070-0710-5004 070-0784-5006 070-0058-0070-005-432 Various Locations Patrick County	AWARD	SCALES CONSTR. CORP. MARTINSVILLE, VA.	\$153,300.64

JOB. DES.	PROJECT NUMBER	LOCATION	RECOMMENDATION	CONTRACTOR	LOW BID
10	539	0.11 MI. E. Rte. 726 Bedford County	AWARD	DIXON CONTR., INC. FINCASTLE, VA.	\$28,460.00
11	311-86B	Various Locations Roanoke County	REJECTION	ROBERTSON FOWLER CO., INC. BUCHANAN, VA	\$355,287.50
12	361-86A	From: 0.017 MI. W Int. Rte. 29 (SBL) To: 0.098 MI. W. Int. Rte. 29 (SBL) Campbell County	REJECTION	MARVIN V. TEMPLETON & SONS, INC. LYNCHBURG, VA.	\$38,902.00
<p>Moved by Mr. Smalley, seconded by Mr. Bacon, 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.</p>					
1	370-86A	From: 0.522 MI. E. Int. Rte. 576 To: 0.065 MI. N. Int. Rte. 536 AND From: Int. Rte. 534 To: 0.235 MI. E. Int. Rte. 624 Richmond County	AWARD	J. L. KENT & SONS, INC. SPOTSYLVANIA, VA.	\$405,692.00
2	372-86A	Drainage Str. & Approaches at Powell's Cr. Prince William County	AWARD	MOORE BROS. CO., INC. VERONA, VA.	\$412,496.00



BIDS RECEIVED NOVEMBER 25, 1986

JOB. DES.	PROJECT NUMBER	LOCATION	RECOMMENDATION	CONTRACTOR	LOW BID
3 255-86B	0710-088-212, M501	From: 0.038 Mi. E. Int. Rte. 1130 To: 0.057 Mi. W. Int. Rte. 1130	AWARD	J. L. KENT & SONS, INC. SPOTSYLVANIA, VA.	\$52,060.00
4 326-86A	0634-098-202, M501	From: Int. Rte. 94 To: Int. Rte. 606 Wythe County	AWARD	MAYHEAD LIME CO. MOUNTAIN CITY, TENN.	\$164,475.14
5 335-86A	0700-098-P08, M501	From: Int. Rte. 52 To: Dead End Wythe County	AWARD	MAYHEAD LIME CO. MOUNTAIN CITY, TENN.	\$97,884.06
6 368-86A	0619-040-147, M501 0619-040-147, P628	Drainage Str. & Approaches Over Masclins Cr. Greensville County	AWARD	D. W. LYLE CORP. MCKENNEY, VA.	\$180,785.50
7 369-86A	0623-082-177, M501 0634-082-177, M503 0634-082-177, B641	From: 0.133 Mi. W. of W. Int. 634 To: 0.489 Mi. E. of W. Int. 634 AND From: Int. 623 To: 0.14 Mi. S. Int. 623 Rockingham County	AWARD	ECHOLS BROS., INC. SUB. OF KOPPERS CO., INC. STAUNTON, VA.	\$543,101.70
8 371-86A	0638-084-147, C501 0638-084-147, B615	From: 0.608 Mi. S. Int. Rte. 624 W. To: 0.428 Mi. S. Int. Rte. 624 W. Scott County	AWARD	FRALEY'S, INC. EAST STONE GAP, VA.	\$280,550.85
9 373-86A	0710-071-233, C501 0710-071-233, B652 0710-071-233, C502	From: 0.087 Mi. W. of Birch Cr. To: 0.267 Mi. E. of Birch Cr. Pittsylvania County	AWARD	TALBOTT-MARKS CO., INC. CLARKSVILLE, VA. & ASSOC. MARJON, INC. ASHLAND, VA.	\$422,552.95

BIDS RECEIVED NOVEMBER 25, 1966

JOB. DES.	PROJECT NUMBER	LOCATION	RECOMMENDATION	CONTRACTOR	LOW BID
10	374-86A 0739-062-185,C501	From: 0.119 Mi. S. E. Int. Rte. 562 To: 0.091 Mi. S. Int. Rte. 735 Nelson County	AWARD	D. S. NASH CONSTR. CO. & D. S. NASH & MARION D. NASH APPOMATTOX, VA.	\$377,619.00
11	375-86A 0745-071-251,N501 0745-071-251,D657	From: Int. Rte. 719 South To: Int. Rte. 719 North Pittsylvania County	AWARD	MARSHALL CONSTR. CO., INC. DANVILLE, VA.	\$70,450.50
12	376-86A 0722-025-T94,N501 0722-025-T94,B614	From: Int. Rte. 80 To: 0.48 Mi. W. Int. Rte. 80 Dickenson County	AWARD	EDWIN O'DELL & CO. PULASKI, VA.	\$660,000.00
13	513 70-0614-7083-006	From: 1.559 Mi. N. Int. Rte. 773 To: 1.645 Mi. N. Int. Rte. 773 Patrick County	AWARD	SOMERS CONSTR. CO., INC. MT. AIRY, NC	\$85,613.00
14	536 0716-007-7085,A04	Rte. 716 Over Ramey's Draft Augusta County	REJECTION	S. VANCE WILKINS, JR., CONTR. AMHERST, VA.	\$69,892.00
15	538 11-1303-7085-8502	Adjacent to Rte. 11 Over James Rv. In Buchan Botetourt County	REJECTION	FORT CHISWELL CONSTR. CORP. MAX MEADOWS, VA.	\$337,445.00
MISCELLANEOUS PROJECTS					
1	528 SC5-A8-86	Various Locations in Starling Park Northern Va. District	AWARD	PITO'S CONSTR. CO., INC. MCLEAN, VA.	\$221,700.00

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

BIDS RECEIVED NOVEMBER 25, 1986

JOB. DES.	PROJECT NUMBER	LOCATION	RECOMMENDATION	CONTRACTOR	LOW BID
2 529	TSI-A5-86	Int.: Rte. 123 (Chain Br. Rd.) @ Rte. (Entrance to Oakton Shp. Ctr.) Int.: Rte. 123 (Chain Br. Rd.) @ Rte. 701 (Five Oaks Rd./Sutton Rd.) Northern Va. District	AWARD	THE BROTHERS SIGNAL CO., INC. LEESBURG, VA.	\$133,875.00
3 530	TSI-A6-86	Int.: Rte. 641 (Old Br. Rd.) @ Rte. 2220 (Hedges Run Dr.) Int.: Rte. 123 (Gordon Blvd.) @ rte. 748 (Devil Reach Rd.) Northern Va. District	AWARD	THE BROTHERS SIGNAL CO., INC. LEESBURG, VA.	\$134,638.75
4 533	LDI-A1-86	Various Locations Northern Va. District	AWARD	THE BROTHERS SIGNAL CO., INC. LEESBURG, VA.	\$103,500.00
5 534	PM-7B-86	From: 0.35 Mi. W. of Rte. 634 (Rte. 33) To: Rockingham CL (Rte. 33) AND From: Page CL (Rte. 211) Culpeper District	AWARD	ALLIED STRIPING, INC. WARRENTON, VA.	\$72,101.13
6 535	GR-1A-86	Various Locations Bristol District	AWARD	MAKCO, INC. CHARLOTTEVILLE, VA.	\$227,111.10

Moved by Mrs. Kincheloe, seconded by Mr. Davidson, that the Board approve the bids listed above for MISCELLANEOUS PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried.

12/18/86

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

WHEREAS, storm damage occurred on various roads and structures in Rockingham and Page Counties identified by Project No. 1985-082-019, F501; 7085-082-701, M400; 0340-082-7085, C04, the project was publicly advertised and bids were received in August, 1986, with only one bidder whose bid was considerably in excess of the State's Estimate such that the contract was not awarded; and

WHEREAS, part of the work involves funding that, through agreement with the Federal Emergency Management Agency (FEMA), must be expended by May 7, 1987, which would not allow adequate time for public readvertisement and construction; and

WHEREAS, further delays in accomplishing the work may result in additional damage to roads and structures involved; and

WHEREAS, it was determined that emergency contractual procedures were in order, the Harrisonburg Residency solicited bids from three prequalified contractors working in the area; and

WHEREAS, Lanford Brothers Co., Inc., was the successful low bidder, in the amount of \$225,928.50 and the contract has been fully executed and the Notice to Proceed has been issued.

NOW, THEREFORE, BE IT RESOLVED, that the Highway and Transportation Board approves the award of the contract to Lanford Brothers Co., Inc., in the amount of \$225,928.50.

Motion carried.

Following presentation by Mr. David R. Gehr, Director of Operations, on motion of Mr. Kelly, seconded by Mr. Humphreys, the Board adopted the Final Budget for the Norfolk-Virginia Beach Toll Road for calendar year 1987, as attached.

Motion carried.

**FINAL BUDGET FOR CURRENT EXPENSES**  
**Organization, Operations and Maintenance**  
**Norfolk-Virginia Beach Toll Road**  
**Calendar Year 1987**

**GENERAL ADMINISTRATION**

Staff Salaries	\$ 72,000	
Social Security, Retirement, Group and Health Care Insurance and Workmen's Compensation	22,000	
*10% of Tunnels & Toll Facilities Administrative Budget	21,000	115,000

**OPERATIONS EXPENSES**

Operations Salaries	861,000	
Social Security, Retirement, Group and Health Care Insurance and Workmen's Compensation	195,000	
Federal Armored Express (Pickup of Daily Collections including Count- ing money from Automatics)	67,000	
Professional Services (Consulting Engineers & Auditors)	32,000	
Rental of Automatic Toll Machines and Gates	223,000	
Lights, Heat, Power, Water, Sewer	46,000	
Maintenance of Administration Building and Toll Plaza	21,000	
ED and Pool Car Rental	20,000	
Communications	4,200	
Uniforms	6,000	
Manual Toll Equipment Parts	7,000	
Parts & Supplies (VDH&T Stock)	4,300	
Tokens	12,000	
Miscellaneous: Copier Rental, Office Supplies, Forms, Flag Replacement, Replace Adding Machine, etc.	21,000	1,519,500
<u>Contingencies</u>	<u>81,000</u>	<u>81,000</u>
<u>Ordinary Maintenance</u>	<u>570,000</u>	<u>570,000</u>

**GRAND TOTAL** \$2,285,500

\*Toll Road reimburses the Department 10% of the Tunnels & Toll Facilities Administrative Budget.

Ordinary Maintenance will be performed by the Virginia Department of Highways & Transportation and the cost is included in the above budget. Maintenance Replacement costs and Insurance premiums will be paid from Reserve Maintenance Funds. Maintenance Replacement costs to be paid from the Reserve Maintenance Fund are estimated to be \$2,600,000.

VIRGINIA BEACH - NORFOLK EXPRESSWAY

ESTIMATED FUND BALANCES

IMPROVEMENT FUND

RECEIPTS

1. Balance November 1, 1986	\$13,946,940
2. Estimated Receipts from Revenue Fund November-December 1986	853,060
Subtotal	<u>14,800,000</u>

WITHDRAWALS

Estimated November 1 - December 31, 1986	<u>3,800,000</u>
BALANCE AVAILABLE DECEMBER 31, 1986	11,000,000
ESTIMATED DEPOSITS - For Fiscal Year 1987	-0-
ESTIMATED EXPENDITURES FOR 1987	<u>2,000,000</u>
ESTIMATED BALANCE AT DECEMBER 31, 1987	\$ 9,000,000

RESERVE MAINTENANCE FUND

RECEIPTS

1. Balance November 1, 1986	6,494,531
2. Estimated Receipts from Revenue Fund November-December 1986	234,276
Subtotal	<u>6,728,807</u>

WITHDRAWALS

Estimated November 1 - December 31, 1986	<u>28,807</u>
BALANCE AVAILABLE DECEMBER 31, 1986	6,700,000
DEPOSITS for 1987	2,500,000
ESTIMATED EXPENDITURES FOR 1987	<u>2,600,000</u>
ESTIMATED BALANCE AT DECEMBER 31, 1987	\$ 6,600,000

Improvement Fund - Construction for main line widening projects, Barrier Toll Plaza widening, and landscaping.

Reserve Maintenance Fund - Insurance premiums and extraordinary maintenance including pavement repairs, bridge painting, miscellaneous bridge repairs and maintenance of drainage systems.

COMMONWEALTH OF VIRGINIA January 1 - December 31, 1987  
 DEPARTMENT OF HIGHWAYS AND TRANSPORTATION  
 Rte. 44 Toll Road SYSTEM

ESTIMATED QUANTITIES, MAN HOURS, AND COST OF ORDINARY MAINTENANCE BY ACTIVITIES

CODE	ACTIVITY	QUANTITY	MAN HOURS	DOLLARS
105	Employee Education		182	2,625
106	Servicing Equipment		436	5,880
109	Administrative Overhead		369	10,500
111	Skid Patching			
112	Premix Patching	66	260	6,130
119	Other Bituminous Maintenance			
121	179 Patch with Concrete		276	4,206
122	Concrete Joints			
103	Responsible Equipment			19,404
132	Machine N.H.S. Roads			
133	Dust Palliatives			
141	Machine N.H.S. Shoulders			
142	Patch N.H.S. Shoulders			
143	Wedge N.H.S. Shoulders			
144	Repair H.S. Shoulders	20	50	1,252
149	Other Shoulder Care			
151	Machine Ditch - Haul Spoil			
152	Machine Ditch - Waste Spoil			
153	Hand Clean Ditches	7400	444	2,310
154-159	Other Drainage Care		2,520	31,763
161	Erosion Repair		400	6,300
162	Clean R/W	110	8,793	58,607
163	Dead Animal Patrol		295	4,200
167	168 Sweeping		416	5,225
168	Contract 864 Acres		493	25,000
171	Tractor Mowing			34,474
172	Hand Mowing		1,147	10,000
173	Brush Cutting	12	224	1,764
175	Trim Trees		767	9,660
181	Signs		1,802	34,709
198	Attenuators		333	4,200
185	Railroad Protection Devices			
191	Repair Guardrail	Contract 600 L.F.		10,500
192	Clean and/or Paint Guardrail			
195	Highway Lighting			90,000
198	Holiday Safety Service Patrol			
203-219	Snow Removal		1,776	25,200
221-229	Structures		88	1,440
231	Operation of Drawbridges			
233	Operate Toll Free Ferry			
235	Operate Toll Ferry			
242	Operate Weighing Station			
252	Operate Tunnel			
299	Supervision		1,860	25,910
Miscellaneous			600	14,326
TOTALS			23,531	570,000 (Rounded off)

Suffolk - 65 DISTRICT  
 Norfolk - 75 COUNTY

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

DETAILS OF MAINTENANCE REPLACEMENT PROJECTS  
CONSTRUCTION

ROUTE SECTION	LOCATION	ACT. KEY	TYPE OF WORK	LENGTH	ESTIMATED COST	APPROX. DATE TO START	ACTUAL DATE	
							STARTED	COMPLETED
0044	FROM: Courney Wide		Bridge Safety Inspections	12.19	6,500	1-87		
0700	TO: M.P. 0.00 M.P. 12.19	406						
0044	FROM: Indep Blvd EB		Application of Plant Mix (Independence Blvd OFF Ramp	0.25	16,900	1-87		
0700	TO: OFF Ramp M.P. 3.49 M.P. 3.55	415						
0044	FROM: East approach of		Application of Plant Mix	0.03	6,000	1-87		
0700	TO: Bridge over Gt Neck Crk M.P. 11.14 M.P. 11.17	415						
0044	FROM: Witch Duck Road		Concrete Pavement Joint Repair	7.11	475,000	1-87		
0700	TO: Laskin Road Interchange M.P. 2.22 M.P. 9.33	417						
0044	FROM: W. E. Rosemont Rd OP		Concrete Pavement Joint Repair	2.34	365,000	1-87		
0700	TO: E. Laskin Rd OP M.P. 5.82 M.P. 7.12	417						
0044	FROM: Appro to Bridge		Concrete Pavement Slab Repairs	0.02	75,000	1-87		
0700	TO: Over 58 Bus. M.P. 9.68 M.P.	418						
0044	FROM: Witch Duck Rd		Concrete Pavement Slab Repairs	7.11	1,300,000	1-87		
0700	TO: Laskin Rd Interchange M.P. 2.22 M.P. 9.33	418						
0044	FROM: Rt 64 Underpass		Restore Shoulders To Original Elevation and width	12.19	38,000	1-87		
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	421						
0044	FROM: Rt 64 Underpass		Major Cleaning of Outfall Ditches	12.19	22,500	1-87		
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	424						
0044	FROM: Rt 64 Underpass		Replacement and Repair of Curbs and Gutters	12.19	27,000	1-87		
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	432						
0044	FROM: Rt 64 Underpass		Replace Right-of-Way Fence	12.19	60,000	1-87		
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	434						
0044	FROM: Rt 64 Underpass		Replacement of Guardrail	12.19	20,000	1-87		*O.M.
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	436						
0044	FROM: Rt 64 Underpass		Intensive Care of Plant Beds	12.19	5,500	1-87		O.M.
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	437						
0044	FROM: Rt 64 Underpass		Spraying Herbicides	12.19	2,500	1-87		O.M.
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	438						
0044	FROM: Rt 64 Underpass		Spraying of Weeds in Mowing Area	12.19	6,000	1-87		O.M.
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	438						
0044	FROM: Rt 64 Underpass		Spraying Adjacent to Guardrails	12.19	800	1-87		O.M.
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	438						
0044	FROM: Rt 64 Underpass		Spraying Longitudinal Joints	12.19	1,200	1-87		O.M.
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	438						
0044	FROM: Rt 64 Underpass		Spraying Insecticides	12.19	200	1-87		O.M.
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	438						
0044	FROM: Rt 64 Underpass		Spraying Brush	12.19	3,500	1-87		O.M.
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	439						
0044	FROM: Rt 64 Underpass		Replacement or Refurbishing of Signs	12.19	6,000	1-87		
0700	TO: Parks Ave. M.P. 0.00 M.P. 12.19	441						

TOTAL \$ \_\_\_\_\_

DETAILS OF MAINTENANCE REPLACEMENT PROJECTS  
CONSTRUCTION

65 - Suffolk DISTRICT  
Toll Road SYSTEM  
75 COUNTY



COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF HIGHWAYS AND TRANSPORTATION  
**DETAILS OF MAINTENANCE REPLACEMENT PROJECTS  
CONSTRUCTION**

ROUTE SECTION	LOCATION	ACC. KEY	TYPE OF WORK	LENGTH	ESTIMATED COST	APPROX DATE TO START	ACTUAL DATE
							STARTED COMPLETED
0044 0700	FROM: Rt 64 Underpass TO: Parks Ave. M.P. 0.00 M.P. 12.19	441	Highway Lighting	12.12	10,000	1-87	O.M.
0044 0700	FROM: Rt 64 Underpass TO: Parks Ave. M.P. 0.00 M.P. 12.19	444	Repaint Traffic Markings	12.19	61,100	1-87	O.M.
0044 0700	FROM: Rt 64 Underpass TO: Parks Ave. M.P. 0.00 M.P. 12.19	445	Special Markings and Pavement Resurfaces	12.19	11,100	1-87	O.M.
0044 1836	FROM: Over Newtown Rd TO: M.P. 0.72 M.P. 0.76	462	Paint Structural Steel	220'	64,000	1-87	
0044 1838	FROM: Over Bushmount Rd TO: M.P. 5.82 M.P. 5.85	462	Repair Parapet Wall	169'	800	1-87	
0044 1853	FROM: Over Rte 58 TO: Business M.P. 2.74 M.P.	462	Build-up Approach Pavement	250'	900	1-87	
0044 1846	FROM: Over CNW RR TO: M.P. 1.94 M.P. 1.98	463	Bridge Deck Water-proofing System	224'	100,000	1-87	
0044 1852	FROM: Over Trib TO: Wolfsware Creek M.P. 9.13 M.P. 1.15	465	Clean Box Culvert and Channel	178'	2,000	1-87	
0044 1856	FROM: Over Trib TO: Wolfsware Creek M.P. 9.13 M.P.	465	Clean Box Culvert and Channel	572'	2,000	1-87	
0044 1860	FROM: Over Thalia TO: Creek M.P. 4.40 M.P. 4.42	465	Clean Box Culvert and Channel	216'	1,000	1-87	
0044 1866	FROM: Over Pinetree TO: Branch M.P. 6.71 M.P. 6.73	465	Clean Box Culvert and Channel	219'	7,000	1-87	
0044 1867	FROM: Over Trib TO: Buchanan Creek M.P. 5.61 M.P.	465	Clean Box Culvert and Channel	221'	2,000	1-87	
	FROM: TO: M.P. M.P.						
	FROM: TO: M.P. M.P.						
	FROM: TO: M.P. M.P.						
	FROM: TO: M.P. M.P.						
	FROM: TO: M.P. M.P.						
	FROM: TO: M.P. M.P.						
	FROM: TO: M.P. M.P.						
	FROM: TO: M.P. M.P.						
	FROM: TO: M.P. M.P.						

TOTAL \$ ~~2,600,000~~ <sup>2,600,000</sup>  
 65 - Staffville (rounded off) DISTRICT  
 Toll Road SYSTEMS  
 75 COUNTS

12/18/87

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

WHEREAS, in accordance with Department Policy, a firm proposal has been received from the consulting firm of Parsons Brinckerhoff Quade and Douglas, Fairfax, Virginia, for the preparation of preliminary engineering, traffic analysis and a complete environmental study of a crossing of the York River from York County to Gloucester County. This work is identified as:

George P. Coleman Bridge, Project 6017-099-114, PE-101; 6017-036-115, PE-101;

WHEREAS, the highly specialized nature of the work and the scheduled time for completing this type of study requires augmentation of the Department's environmental 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 a MEMORANDUM OF AGREEMENT with Parsons Brinckerhoff Quade and Douglas which establishes a maximum total compensation not to exceed \$1,382,740, which includes a net fee of \$83,401.00

Motion carried.

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

WHEREAS, in accordance with Department Policy, a firm proposal has been received from the consulting firm of CTI Consultants, Inc., Fairfax, Virginia, for the fabrication and concrete placement inspection of dual tube tunnels for the Route 664 crossing under Hampton Roads. This work will be performed at the Bethlehem Steel Corp., Sparrows Point, Maryland shipyard. This project is identified as:

Project 0664-121-102, B617, Contract II, City of Newport News.

WHEREAS, the highly specialized nature of the work, the scheduled time for construction completion and the out of state location requires augmentation of the Department's materials inspection 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:

12/18/86

NOW, THEREFORE, BE IT RESOLVED, THAT THE Board authorize the execution of a MEMORANDUM OF AGREEMENT with CTI Consultants, Inc., which establishes a maximum total compensation not to exceed \$1,381,200.

Motion carried.

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location and Design Public Hearing was held in the Mills E. Godwin High School on October 27, 1986, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Interstate Route 64 from 0.38 mile west of Glenside Drive to 0.57 mile west of Route I-295 and the proposed modification of the I-64/250 (Broad Street) interchange, in Henrico County, State Project 0064-043-111, C-501; Federal Project IR-64-3( )147, and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with modifications to the I-64/Broad Street interchange to minimize impacts to the developed property in the northwest quadrant and a reduction in the right of way of relocated Sadler Road to 50 feet along with a southward shift of its proposed alignment and intersection with Dominion Boulevard.

Motion carried.

12/18/87

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location and Design Public Hearing was held in the Lord Botetourt High School on September 16, 1986, at 7:00 p.m., for the purpose of considering the proposed location and major design features of Alternate Route 220 from the intersection of Route 460 (north of Bonsack) to the intersection of Route 11 and 220 (near I-81), in Roanoke and Botetourt Counties, State Project 6220-080-107, C501 and 6220-011-104, C502, C503, C501; Federal Project FR-027-1( ), 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 with a change in the relocation of Route 608 to minimize impacts of the Bonsack Baptist Church and a change in the proposed Alternate Route 220 alignment to maintain the existing road as the proposed northbound lanes from approximately 350 feet south of Route 781 to approximately 1550 feet north of Route 781 to minimize impacts on residences in the area.

Motion carried.

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Combined Location and Design Public Hearing was held in the Northumberland County School Board Office at Lottsburg, Virginia, on September 12, 1986, at 10:30 A.M., for the purpose of considering the proposed location and major design features of Route 614 from the intersection of Route 360 (at Lottsburg) to 0.11 mile north of the east intersection of Route 629, in Northumberland County, State Project 0614-066-142-501; Federal Project RS-1701( ), and

12/18/87

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with provisions for several minor alignment changes in the main line and necessary adjustments to both Route 629 intersections to minimize the impact on abutting properties.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Board, a Location and Design Public Hearing was held in the Chickahominy Baptist Church located on Chickahominy Road (Route 631), two miles southwest of Toano, on September 18, 1986, at 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 631 from 0.11 mile west of Route 632 to the intersection of Route 60 (at Toano), in James City County, State Project 0631-047-112, C501, and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers but modified to adjust the alignment sufficiently between Stations 72+50 and 80+00 to avoid the displacement of four homes.

Motion carried.

12/18/86

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Board, a Location and Design Public Hearing was held in the Circuit Courtroom of the Russell County Courthouse located at 121 East Main Street in Lebanon, on October 7, 1986, at 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 667 from the intersection of Route 71 to 0.07 mile north of Route 71, in Russell County, State Project 0667-083-P80, 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.

December 18, 1986

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

that

WHEREAS, in connection with Route 66, State Highway Project 0066-000-101. RW-201, the Commonwealth acquired certain lands from Everett C. Seal and Dorothy Ann Seal by deed dated August 27, 1963, recorded in Deed Book 1525, Page 410 in the Office of the Clerk of the Circuit Court of Arlington County; and

WHEREAS, the adjoining landowners have requested that the Commonwealth convey to them the excess land east of the east revised proposed right of way line (4/7/83) and limited access line of Route 66, so that they may more fully develop the adjoining properties; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land containing 2,980 square feet, more or less, and lying east of the east revised proposed right of way line (4/7/83) and limited access line of Route 66, from a point approximately 120 feet opposite approximate Station 844+90 (Route 66 WBL centerline) to a point approximately 120 feet opposite approximate Station 846+23 (Route 66 WBL 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 State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth deeds without warranty conveying same to the adjacent landowners of record for considerations acceptable to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

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

that

WHEREAS, in connection with Route 311, State Highway Project 0311-129-102, RW-201, the Commonwealth acquired certain lands from Pearl Crawford by instrument dated August 11, 1969, case for which has been concluded, recorded in Deed Book 8, Page 312; from John H. Crawford, Estate by instrument dated August 11, 1969, case for which has been concluded, recorded in Deed Book 8, Page 426; from D. L. Jordan by deed dated March 21, 1969, recorded in Deed Book 9, Page 202; and from G. W. Bayne by instrument dated March 5, 1969, case for which has been concluded, recorded in Deed Book 6, Page 1. These instruments

December 18, 1986

are recorded in the Office of the Clerk of the Circuit Court of the City of Salem; and

WHEREAS, the adjacent landowner has requested that we convey to him the excess land in order to more fully develop the adjacent property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the lands containing 0.23 acre, more or less, and lying west of and adjacent to the west normal right of way limits of Route 311, from a point approximately 52 feet opposite approximate Station 64+65 (office revised median centerline) to a point approximately 50 feet opposite approximate Station 66+95 (office revised median 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 lands, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed without warranty conveying same to the adjacent 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. Humphreys, seconded by Mr. Kelly,

that

WHEREAS, in connection with Route 460, State Highway Project 104AR-1, the Commonwealth acquired certain lands from Howard F. Murray and Evelyn U. Murray by deed dated October 15, 1941, recorded in Deed Book 91, Page 497; and from J. D. Wade, Estate by instrument dated December 27, 1939, recorded in Deed Book 90, Page 169, case for which has been concluded; and in connection with State Highway Project 0460-011-101, RW-203, the Commonwealth acquired certain lands from Evelyn U. Murray by deed dated August 9, 1963, recorded in Deed Book 159, Page 291. These instruments are recorded in the Office of the Clerk of the Circuit Court of Botetourt County; and

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

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 1.59 acres, more or less,



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and lying northwest of the northwest normal right of way limits of Route 460, from a point approximately 75 feet opposite approximate Station 340+72 (Route 460 survey centerline) to a point approximately 60 feet opposite approximate Station 345+20 (Route 460 survey centerline) and from a point approximately 32 feet opposite approximate Station 345+78 (Route 460 WBL right of way centerline) to a point approximately 60 feet opposite approximate Station 357+00 (Route 460 WBL right of way centerline) do not constitute sections of the public road and are deemed by me 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 State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth deeds, without warranty, conveying same to the adjoining landowners of record for considerations satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

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

that

WHEREAS, in connection with Route 75, State Highway Project 0075-095-101, RW-202, the Commonwealth acquired certain lands from Daniel H. McConnell and Sarah D. McConnell by instrument dated March 23, 1978, case for which has been concluded, recorded in Deed Book 586, Page 287 in the Office of the Clerk of the Circuit Court of Washington County; and

WHEREAS, the Commonwealth is the apparent owner of a portion of old Route 665 lying adjacent to the aforesaid; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that a portion of the lands, so acquired, be declared surplus and conveyed; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 0.06 acre, more or less, and lying west of and adjacent to the west normal right of way limits of Route 75, from a point approximately 125 feet opposite approximate Station 231+60 (Route 75 office revised centerline) to a point approximately 60 feet opposite approximate Station 232+50 (Route 75 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.

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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 State Highway and 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. Humphreys, seconded by Mr. Kelly,

that

WHEREAS, in connection with Route 95, State Highway Project 0095-042-103, RW-201, the Commonwealth acquired certain lands for a rest area from Julia B. Richardson by instrument dated June 3, 1970, case for which has been concluded, recorded in Deed Book 301, Page 738; from Ashland Properties, Inc. by instrument dated June 30, 1972, case for which has been concluded, recorded in Deed Book 335, Page 329; from T. O. Leadbetter and Evelyn M. Leadbetter by instrument dated December 15, 1971, case for which has been concluded, recorded in Deed Book 325, Page 365; and from Central National Bank of Richmond Trustees, Virginia by deed dated September 17, 1973, recorded in Deed Book 361, Page 151. These instruments are recorded in the Office of the Clerk of the Circuit Court of Hanover County; and

WHEREAS, the development of this rest area is no longer planned and it is proposed that the property now be offered to the adjacent owners of record; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 40.664 acres, more or less, and lying east of and adjacent to the east normal right of way and limited access limits of Route 95, from a point approximately 90 feet opposite approximate Station 379+30 (NBL centerline) to a point approximately 110 feet opposite approximate Station 406+00 (NBL 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 lands, so certified, is hereby approved and the State Highway and 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.

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

that

WHEREAS, in connection with Route 95, State Highway Project 0095-043-105. RW202, the Commonwealth acquired certain lands from Turner Woods Corporation by deed dated November 28, 1980, recorded in Deed Book 1823, Page 190 in the Office of the Clerk of the Circuit Court of Henrico County; and

WHEREAS, under Project 0095-043-104, RW-203, the alignment for Route 295 was altered, thus creating a parcel of land outside the normal right of way and limited access limits; and

WHEREAS, the Commonwealth has negotiated a tentative settlement for certain lands required from Mr. and Mrs. William F. Gallmeyer which involves the conveyance of certain excess land, so acquired, from Turner Woods Corporation; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 0.52 acre, more or less, and lying east of and adjacent to the east proposed right of way and limited access line of Route 295, from a point approximately 92 feet opposite approximate Station 550+50 (office revised NBL centerline) to a point approximately 95 feet opposite approximate Station 553+65 (office revised NBL 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 lands, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same to Mr. and Mrs. William F. Gallmeyer, their heirs, successors and assigns, as settlement for lands required from them on Project 0095-043-104, RW-203, subject to such restrictions as may be deemed requisite.

Motion carried.

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

that

WHEREAS, in connection with Route 611, State Highway Project 1421-K2, the Commonwealth acquired certain lands from the United States of America by deed dated November 29, 1943, recorded in Deed Book 119, Page 390; and from William R. Sample and Henrietta Sample by deed dated

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October 27, 1943, recorded in Deed Book 119, Page 539; in connection with the Hampton Roads Bridge and Tunnel System Project from William R. Sample and Henrietta Sample by deed dated November 23, 1956, recorded in Deed Book 263, Page 131; and from Earl Branch by court order dated September 12, 1958; and in connection with State Highway Project 0664-114-102, RW-201, from Waberge Holding Corporation by instrument dated June 29, 1979, recorded in Deed Book 549, Page 283. These instruments are recorded in the Office of the Clerk of the Circuit Court of the City of Hampton; and

WHEREAS, in order to more fully develop the adjacent properties, the adjacent landowners have requested that certain portions of the land, so acquired, and lying outside the normal right of way limits of Project 0664-114-102, RW-201 be declared surplus and conveyed; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 12,412 square feet, more or less, and lying north of the north revised proposed right of way and limited access line of present Route 664, from a point approximately 60 feet opposite approximate Station 13+50 (Ramp "G", Project 0664-114-102, RW-201) to a point approximately 45 feet opposite approximate Station 17+10 (Ramp "G", Project 0664-114-102, RW-201) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Sections 33.1-149 and 33.1-154 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed or deeds conveying same for considerations satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

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The meeting was recessed at 11:15 a.m. to enable the Board to attend the Governor's press conference at the Capitol. On behalf of the Board, Commissioner Pethtel presented Governor Baliles the revised Six Year Improvement Program that reflects the tentative allocations of new revenue to be received in the second half of the 1986-87 fiscal year as a result of legislation passes by the 1986 General Assembly special session on transportation.

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

WHEREAS, the General Assembly has from time to time amended Section 33.1-221 of the Code of Virginia (1950) relating to the fund for the construction of industrial access roads within the counties, cities, and towns of the Commonwealth; and

WHEREAS, it is the sense of this Board that the present policy should be should be revised and restated to be compatible with the law and present construction costs.

NOW, THEREFORE, BE IT RESOLVED, that the Highway and Transportation Board hereby adopts the following policy to govern the use of industrial access funds pursuant to Section 33.1-221, as amended, of the Code of Virginia (1950):

1. The use of industrial access funds shall be limited to the purpose of providing adequate access to new or substantially expanding manufacturing, processing, and industrial facilities, or other establishments.
2. Industrial access funds shall not be used for the acquisition of rights of way or adjustment of utilities. These funds are to be used only for the actual construction and engineering of a road facility adequate to serve the traffic generated by the new or expanding establishments.
3. Industrial access funds may not be used for the construction of access roads to schools, hospitals, libraries, airports, armories, speculative office buildings, shopping centers, apartment buildings, professional offices, residential developments, churches, hotels, motels, government installations, or similar facilities, whether public or private.

(Access roads to publicly owned airports, while provided for in Section 33.1-221, are funded and administered separately.)

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4. Industrial access funds shall be allocated only after certification that the manufacturing or industrial establishment is constructed and operating or will be constructed and operated under firm contract, or upon the presentation of acceptable surety in accordance with paragraph (a) of Section 33.1-221, as amended, of the Code of Virginia (1950).
5. Industrial access funds shall not be used to construct or improve roads on a privately owned plant site.
6. Not more than \$300,000 of unmatched industrial access fund may be allocated for use in any one county, including the towns located therein, or in any city in any fiscal year. The maximum eligibility of unmatched funds shall be limited to 10% of the capital outlay of the designated industry or industries. The unmatched eligibility may be supplemented with additional matched industrial access funds, in which case the matched access funds shall not be more than \$150,000, to be matched dollar-for-dollar from other than highway sources. The matched industrial access funds over and above the unmatched eligibility shall be limited to 5% of the capital outlay of the designated industry or industries.
7. Eligible items of construction and engineering shall be limited to those which are essential to providing an adequate facility to serve the anticipated traffic. Items such as storm sewers, curb and gutter, and extra pavement width will not be eligible unless necessary to extend or connect an existing system or to qualify the road facility in a city or town for maintenance payments under Section 33.1-43, as amended, of the Code of Virginia (1950).
8. It is the intent of the Board that industrial access funds not be anticipated from year to year. Unused eligibility cannot be allowed to accumulate and be carried forward from one fiscal year to another.
9. The Highway and Transportation Board will consult and work closely with the Governor's Department of Economic Development in determining the use of industrial access funds and may rely on the recommendations of this Department in making decisions as to the allocation of these funds. In making its recommendations to the Highway and Transportation Board, the Department of Economic Development will take into consideration the

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impact of the proposed facility on the employment and tax base of both the area in which the facility is to be located and the Commonwealth of Virginia. The determination by the Department of Economic Development that the subject establishment impacts the economic growth of the Commonwealth to such an extent that an allocation should be made regardless of the manufacturing or distributive classification will be given considerable weight by the Board.

10. Prior to the formal request for the use of industrial access funds to provide access to new or expanding industries, the location of the access road shall be submitted for approval of the engineers of the Virginia Department of Transportation. The engineers shall take into consideration the cost of the facility as it relates to the location and as it relates to the possibility of future extensions of the road to serve other possible industrial establishments, as well as the future development of the area traversed.
11. Prior to the Board's allocation of funds for such construction or road improvements to an industry proposing to locate or expand in a county, city, or town, the governing body shall by resolution request the access funds and shall be responsible for the preliminary negotiations with the industries and other interested. Transportation engineers will be available for consultation with the governing bodies and others, and may prepare surveys, plans, engineering studies, and cost estimates.

BE IT FURTHER RESOLVED, that the above policy shall become effective immediately, and all policies heretofore adopted by this Board governing the use of industrial access funds rescinded simultaneously.

Motion carried.

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

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

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WHEREAS, the Louisa County Board of Supervisors has, by resolution, requested industrial access funds to serve Klockner-Pentaplast of America, Inc., located on Route 860 within Louisa County, and said access is estimated to cost \$300,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$300,000 of the Industrial Access Fund be allocated to provide improved access to the proposed expansion of Klockner-Pentaplast of America, Inc. over Route 660 between Routes 15/33 and Route 860 in Louisa County, Project 0660-054-191, C501, contingent upon

1. all necessary right of way and utility adjustments being provided at no cost to the Industrial Access Fund; and
2. costs for construction in excess of \$300,000 being funded by using secondary road improvement funds at the request of the Board of Supervisors.

Motion carried.

Moved by Mr. Quicke, 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 Greensville County Board of Supervisors has, by resolution, requested industrial access funds to serve Perdue Farms, Incorporated, located off Route 58 in Greensville County, and such access is estimated to cost \$200,000; and

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



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NOW, THEREFORE, BE IT RESOLVED, that \$200,000 of the Industrial Access Fund be allocated to provide adequate access to the proposed facility of Perdue Farms Incorporated by the construction of a new access road off Route 58 in Greensville County, Project 0712-040-175, M501, contingent upon:

1. all necessary right of way and utility adjustments being made at no cost to the Commonwealth of Virginia; and
2. the existing median crossover on Route 58 that serves Route 684 being eliminated.

Motion carried, Mr. Humphreys abstaining.  
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Moved by Mr. Smalley, seconded by Mr. Quicke, that

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

WHEREAS, the Harrisonburg City Council has, by resolution, requested industrial access funds to serve Wampler Foods Incorporated, a feed processing facility located within the City of Harrisonburg, and said access is estimated to cost \$308,842; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$286,000 of the Industrial Access Fund be allocated to provide adequate access to the proposed facility of Wampler Foods Incorporated located off Route 42 in easterly direction and approximately 515 feet in the City of Harrisonburg, Project 9999-115-218, C501, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth of Virginia; and

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2. documentary evidence being submitted by the City of Harrisonburg that actual roadway construction cost, not including curb and gutter and associated storm sewer, has exceeded \$186,000 and records pertaining to same being available for audit by VDH&T.

(Cost of roadway construction may include crossing of the Southern Railroad track, and 30 feet of finished pavement. Subject to above contingencies, the City of Harrisonburg may be reimbursed, not to exceed \$286,000 upon completion of roadway in accordance with approved plans, final inspection by VDH&T and presentation of proper billing to VDH&T.)

Motion carried, Mr. Humphreys abstaining.

Moved by Mr. Musselwhite, 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 Roanoke City Council has, by resolution, requested industrial access funds to serve Orvis Company, Inc. by extending Blue Hills Drive within the Roanoke Centre for Industry & Technology, which is estimated to cost \$113,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$113,000 of the industrial access fund be allocated to provide adequate access to the proposed facility of Orvis Company, Inc. by extending Blue Hills Drive, a distance of 750 feet in the City of Roanoke, Project 9999-128-206, C502, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth of Virginia; and

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2. project being completed in accordance with approved plans and documentary evidence being provided substantiating a cost in excess of \$113,000. All excess cost to be borne by the City of Roanoke; and
3. documentary evidence that Orvis Company, Inc., has invested in excess of \$1,130,000 in the development of their facility which is served by this project.

Motion carried.

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

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

WHEREAS, the Board of Supervisors of Albemarle County at its meeting held on June 4, 1986, did adopt a resolution requesting the State Highway and Transportation Board to name a portion of State Route 240, between U.S. Route 250 near Mechum River and Secondary Route 810 at Crozet, as "Three Notch'd Road";

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Board does concur with the Board of Supervisors of Albemarle County in naming a portion of State Route 240, as previously described herein, "Three Notch'd Road"; and

BE IT FURTHER RESOLVED, that appropriate signs shall be erected by the Department of Highways and Transportation, calling attention to this designation.

Motion carried.

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

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

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WHEREAS, the Board of Supervisors of Frederick County at its meeting held on October 22, 1986, did adopt a resolution requesting the State Highway and Transportation Board to name a portion of U.S. Route 522, from U.S. Route 50 east of the City of Winchester to U.S. Route 340 and State Route 277 at Double Tollgate, as the "Patsy Cline Memorial Highway";

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Board does concur with the Board of Supervisors of Frederick County in naming a portion of U.S. Route 522, as previously described herein, "Patsy Cline Memorial Highway"; and

BE IT FURTHER RESOLVED, that appropriate signs shall be erected by the Department of Highways and Transportation calling attention to this designation.

Motion carried.

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

WHEREAS, the Treasury Board of the Commonwealth of Virginia ("Treasury Board") issued \$57,000,000 of Commonwealth of Virginia Transportation Facilities Bonds, Series 1982, dated December 1, 1982 ("Series 1982 Bonds");

WHEREAS, the Commonwealth of Virginia Transportation Facilities Refunding Bond Act of 1986, Chapter 7 of the 1986 Special Session of Virginia Acts of the General Assembly, (the "Act") authorizes the Treasury Board of the Commonwealth of Virginia, by and with the consent of the Governor of the Commonwealth of Virginia to issue and sell, subject to the provisions of Sections 9(a) and 9(c) of Article X of the Constitution of Virginia, at one time or from time to time, refunding bonds of the Commonwealth, to be designated "Commonwealth of Virginia Transportation Facilities Refunding Bonds, Series \_\_\_\_\_" in an aggregate principal amount not exceeding Sixty-Five Million Dollars (\$65,000,000) (the "Bonds"), the proceeds of the Bonds to be used to refund the Series 1982 Bonds and to pay the costs and expenses of the issuance thereof;

WHEREAS, the Act authorizes the Virginia State Highway and Transportation Board, (the "Board") to fix, revise, charge and collect rates, fees and charges for or in connection with the use of the Dulles Toll road and the different parts and sections thereof and to pledge the same to the payment of principal of and interest on the Bonds; and

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WHEREAS, the Treasury Board anticipates issuing the Bonds on or about February 4, 1987;

NOW, THEREFORE, BE IT RESOLVED, by the Virginia State Highway and Transportation Board that:

1. Definitions. All terms used herein, unless otherwise defined, shall have the meanings set forth in Article I of the Memorandum of Understanding, dated as of February 1, 1987 ("Memorandum of Understanding"), copy attached, between the Treasury Board and the Board.

2. Pledge of Revenues. The Board hereby pledges the Net Revenues of the Dulles Toll Road to the payment of principal of and interest and premium, if any, on the Bonds as the same become due and payable.

3. Memorandum of Understanding. The Memorandum of Understanding is hereby approved in substantially the form presented to this meeting and the Board hereby convenants and agrees to establish the funds and accounts set forth therein and to perform the obligations assumed by it thereunder. The Chairman of the Board is hereby authorized and directed to execute the Memorandum of Understanding in substantially the form presented to this meeting, with such changes, insertions or deletions as he may approve, such approval to be evidenced conclusively by the execution of such document.

4. Further Authorization. The officers and agents of the Board are hereby authorized and directed to take such further action as may be necessary or appropriate in furtherance of the issuance and sale of the Bonds and to perform all acts and do all things required by the Bonds, the Memorandum of Understanding and this resolution for the full, punctual and complete performance of the terms, covenants, provisions and agreements contained therein and herein.

This resolution shall take effect immediately.

Motion carried.

MEMORANDUM OF UNDERSTANDING, DATED AS OF FEBRUARY 1, 1987,  
BETWEEN THE TREASURY BOARD AND THE COMMONWEALTH TRANSPORTATION  
BOARD REGARDING COMMONWEALTH OF VIRGINIA  
§ \_\_\_\_\_ TRANSPORTATION FACILITIES REFUNDING BONDS,  
SERIES 1987A.

This Memorandum of Understanding sets forth certain agreements by and between the Treasury Board and the Commonwealth Transportation Board regarding the issuance and sale of Commonwealth of Virginia § \_\_\_\_\_ Transportation Facilities Refunding Bonds, Series 1987A (the "Series 1987A Bonds"). A description of the Series 1987A Bonds, the proposal for their public sale and other matters relating to the Series 1987A Bonds are set forth in the Notice of Sale and Bid Form with respect to the Series 1987A Bonds, a resolution of the Treasury Board adopted on December 17, 1986, and a resolution of the Virginia State Highway and Transportation Board, as predecessor to the Commonwealth Transportation Board adopted on December 18, 1986.

ARTICLE I

Definitions

Unless otherwise defined herein, all capitalized terms used herein shall have the meanings set forth below.

"Act" shall mean the Commonwealth of Virginia Transportation Facilities Refunding Bond Act of 1986, Chapter 7 of the 1986 Special Session Virginia Acts of the General Assembly.

"Additional Bonds" shall mean any Additional Bonds issued pursuant to Article V of the Treasury Board Resolution.

"Board" shall mean the Commonwealth Transportation Board.

"Bonds" shall mean the Series 1987A Bonds and any Additional Bonds.

"Bond Fund" shall mean the fund created pursuant to Section 202 hereof for payment of principal of and interest on the Bonds, consisting of the Principal Account and the Interest Account.

"Dulles Toll Road" shall mean the Dulles Toll Road, consisting of roadways and related improvements located parallel to the Dulles Airport Access Road and constituting part of the System.

"Fairfax County Note Repayment Account" shall mean the account created hereunder from which payment of principal of the Note shall be made.

"Interest Account" shall mean the account created hereunder which is a part of the Bond Fund from which payments of interest on the Bonds shall be made when due and payable.

"Loan" shall mean the loan from Fairfax County in an amount of up to \$5,000,000 to assist in paying costs of construction of the Dulles Toll Road.

"Maintenance and Replacement Fund" shall mean the fund created pursuant to Section 203 hereof.

"Memorandum" shall mean this Memorandum of Understanding between the Treasury Board and the Board dated as of February 1, 1987.

"Net Revenues" shall mean revenues received from tolls, rates, fees and charges for or in connection with the use of the Dulles Toll Road and any other roadways and improvements which may become part of the System, less such amounts as may be required to pay the ordinary operating and maintenance costs of the Dulles Toll Road and such other roadways and improvements as may become part of the System.

"Note" shall mean the revenue bond issued by the State Highway and Transportation Commission on December 22, 1982 to evidence the Loan.

"Principal Account" shall mean the account created hereunder which is a part of the Bond Fund from which payments of principal of the Bonds shall be made as the same become due and payable.

"Revenue Fund" shall mean the fund created pursuant to Section 201 hereof in which all revenues from tolls, rates, fees and charges for or in connection with the use of the Dulles Toll Road and any other roadways and improvements becoming part of the System shall be deposited.

"Series 1982 Bonds" means the Commonwealth of Virginia Transportation Facilities Bonds, Series 1982, in the aggregate principal amount of \$57,000,000.

"Series 1987A Bonds" means the Commonwealth of Virginia Transportation Facilities Refunding Bonds, Series 1987A, in the aggregate principal amount of \$\_\_\_\_\_.

"System" means such roadways and related improvements, including the Dulles Toll Road, located or to be located in the Northern Virginia area, the acquisition or construction of which is authorized by the General Assembly of Virginia to be financed by the issuance of Additional Bonds.

"Treasury Board Resolution" shall mean the resolution adopted by the Treasury Board on December 17, 1986, authorizing the issuance and sale of the Series 1987A Bonds.

## ARTICLE II

### Establishment of Funds; Deposits and Transfers

Section 201. Establishment of Revenue Fund. All revenues received from tolls, rates, fees and charges for or in connection with the use of the Dulles Toll Road and such other roadways and improvements as may become part of the System shall be deposited in the State Treasury in the Revenue Fund which shall be maintained by the State Treasurer. All expenses of maintenance, repair, and operation of the Dulles Toll Road and such other roadways and improvements as may become part of the System will be paid by the Board from the Revenue Fund. To the extent that moneys in the Revenue Fund are insufficient to pay such costs of maintenance, repair and operation, the Board intends to pay such costs from its regular appropriations. The State Treasurer shall establish such accounts within the Revenue Fund as may be required by any legislation or resolution supplemental to the Treasury Board Resolution with respect to (i) the issuance of any Additional Bonds or (ii) any roadways or improvements becoming part of the System.

Section 202. Establishment of Bond Fund. There is hereby established and created a special fund, designated the "Bond Fund", which shall be held by the State Treasurer. Interest accrued on the Series 1987A Bonds to the date of delivery shall be deposited in the Interest Account. The Bond Fund shall consist of the following accounts: (1) Principal Account, from which payments of principal of the Bonds shall be made as the same become due and payable, whether at maturity or by redemption prior to maturity and (2) Interest Account, from which payments of interest on the Bonds shall be made as the same become due and payable. Moneys in the Bond Fund, Principal Account may be used by the Treasury Board for the accelerated retirement of Bonds, either by purchase or optional or mandatory redemption, the Treasury Board to determine the timing and the amount of such purchase or redemption of Bonds in accordance with the provisions of such Bonds.

Section 203. Establishment of Maintenance and Replacement Fund. There is hereby established and created a special fund, designated the "Maintenance and Replacement Fund", which shall be held by the State Treasurer. The Board shall pay certain costs of the System, including, without limitation, insurance and extraordinary maintenance such as resurfacing, major bridge painting, equipment replacement and other expenses not recurring annually from funds in the Maintenance and Replacement Fund and to the extent such funds are inadequate, the Board intends to pay such costs from its regular appropriations. Funds in the Maintenance and Replacement Fund are not pledged to the payment of principal of or interest on the Bonds.

Section 204. Fairfax County Note Repayment Account. The Board hereby establishes a special account to be held by the



State Treasurer designated the "Fairfax County Note Repayment Account" which account is hereby pledged to, and charged with the payment of the principal of the Note. The State Treasurer may, at the option of the Board, and shall upon payment in full of the principal of and interest on the Series 1982 Bonds, deposit the Net Revenues, after making the deposits to the Bond Fund and the Maintenance and Replacement Fund required by Section 205(a) and (b) hereof, in the Fairfax County Note Repayment Account until the Note is paid in full, unless otherwise agreed upon by the Board and Fairfax County, Virginia.

Section 205. Transfers from Revenue Fund. Promptly in each month, the State Treasurer will transfer from the Revenue Fund the amount held in the Revenue Fund on the last day of the preceding month, after deducting such amount as the Board then determines to be necessary for the payment of the expenses of ordinary maintenance, repair and operation of the Dulles Toll Road and such other roadways and improvements as may become part of the System, to the following Funds in the following order:

(a) in the Bond Fund in the Principal Account or Interest Account, as the State Treasurer deems appropriate, such amounts as may be required to make the total amount then in the Bond Fund equal to (i) the amount of interest which will become due within the next six months on all Bonds then outstanding and (ii) the amount of principal of the Bonds which will become due within the next twelve months, including any Bonds subject to mandatory redemption;

(b) in the Maintenance and Replacement Fund, such amount as may be determined by the Board to be necessary to provide a reserve for payment of the costs of extraordinary maintenance and repair;

(c) in the Fairfax County Note Repayment Account to the extent set forth in Section 204; and

(d) to the Board to be used for additional improvements to the Dulles Toll Road or for deposit in the Transportation Trust Fund or for such other use as the General Assembly may designate.

Section 206. Disposition of Balances in Funds after Payment of Bonds. After the principal of and premium, if any, and interest on all of the Bonds and all expenses and charges in connection therewith have been paid or provision therefor has been made, any balance remaining in any fund shall be paid to the Board.

## ARTICLE III

### Miscellaneous

Section 301. Operation of System; Tolls. The Board shall establish and enforce reasonable rules and regulations governing the use and operation of the Dulles Toll Road and any other roadways in the System.

The Board shall adopt a schedule of tolls which, together with other revenues available for such purposes, will at all times produce, without any State aid, Net Revenues sufficient to pay the principal of and interest on the Bonds as they become due and payable and to provide for contributions to the Maintenance and Replacement Fund as provided in Section 205 above.

The Board shall classify tolls in a reasonable way to cover all traffic so that the tolls may be uniform in application to all traffic falling within any reasonable class regardless of the status or character of any person, firm or corporation participating in the traffic. No reduced rate of toll shall be allowed within any such class except through the use of commuter or other tickets or privileges based upon frequency or volume of use, and no free vehicular passage shall be permitted over the Dulles Toll Road except to those persons referred to in subsection A of Section 33.1-252 of the Code of Virginia of 1950, as amended, or any successor provision, and except as to any segments of the Dulles Toll Road where it is not feasible to collect tolls.

Section 302. Elimination of Deficits; Other Funds. The Board intends to include in each biennial budget of the Virginia Department of Transportation requests to the Governor and the General Assembly for appropriations to pay to the Revenue Fund such amounts as may be necessary to eliminate any deficits in the Bond Fund and the Maintenance and Replacement Fund. Any available federal, state, and local funds may be used to pay the expenses of the maintenance, repair, and operation of the System, and the interest on and the principal of the Bonds.

Section 303. Budget and Reports. The Board will annually prepare a budget for the Dulles Toll Road and any other roadways in the System for the ensuing fiscal year estimating the gross toll revenues and the expenses of maintenance, repair and operation, and setting forth the amount to be transferred to the Maintenance and Replacement Fund. The Board will prepare monthly and annual reports of operations. Copies of the annual budgets and the monthly and annual reports will be filed with the Treasury Board.

The State Treasurer shall furnish to the Board quarterly reports showing the balances in each account of the Revenue Fund, Bond Fund and Maintenance and Replacement Fund and any interest earned from the investment of each account.

Section 304. Notice of Deficiency. In the event that amounts in the Bond Fund are insufficient to make payments of principal of or interest on the Bonds as the same become due, whether at maturity or by any mandatory redemption, and it is necessary to obtain funds from the General Fund of the Commonwealth of Virginia to make such payments, the Treasury Board shall promptly notify the Governor in writing.

Section 305. Amendment. The Treasury Board and the Board may amend this Memorandum of Understanding, provided that any such amendment shall be in writing and, provided further, that any such amendment shall not, in the judgment of the Treasury Board and the Board, adversely affect the interests of the holders of the Bonds.

Section 306. Application of Proceeds of Series 1987A Bonds. The proceeds of the Series 1987A Bonds shall be applied by the State Treasurer as follows:

- (a) \$ \_\_\_\_\_ shall be used to pay the expenses of issuing the Series 1987A Bonds.
- (b) \$ \_\_\_\_\_, representing accrued interest on the Series 1987A Bonds from their date to the date of delivery to the initial purchaser or purchasers thereof, shall be deposited in the Interest Account of the Bond Fund.
- (c) \$ \_\_\_\_\_ shall be deposited in the escrow account established to pay the Series 1982 Bonds.

Section 307. Governor's Office. A copy of this memorandum shall be filed in the Governor's office. Any future changes herein not approved by both the Treasury Board and the Board must be approved by the Governor. Any disagreement between the Treasury Board and the Board regarding the System or the Bonds will be submitted to the Governor for resolution.

WITNESS the following duly authorized signatures.

TREASURY BOARD

By \_\_\_\_\_  
William C. Wiley  
Chairman of the Treasury Board  
and State Treasurer

COMMONWEALTH TRANSPORTATION BOARD

By \_\_\_\_\_  
Ray D. Pethtel  
Chairman

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

WHEREAS, a resolution was approved at the May, 1986 meeting of the Board which adopted a funding distribution methodology for financial assistance to public transportation for FY-1988 and years beyond; and

WHEREAS, this methodology distributed financial aid to public transportation on the basis of need and established three funding sub-programs: capital assistance, formula assistance, and ridesharing/special projects; and

WHEREAS, the 1986 Special Session of the General Assembly established a Commonwealth Mass Transit Fund and also established a formula distribution methodology for this fund; and

WHEREAS, the formula distribution methodology for the Commonwealth Mass Transit Fund is similar to the funding distribution methodology established by this Board at the May, 1986 meeting;

NOW, THEREFORE, BE IT RESOLVED, that the funding distribution formula contained in Title 58.1-2425.E.3 of the Code of Virginia is hereby adopted by this Board as the formula to be used in distributing all State financial aid for public transportation for FY-1988 and years beyond.

Motion carried.

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

WHEREAS, Section 56-451.2 of the Code of Virginia declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial and commercial sites; and

WHEREAS, Section 1-117, Item 630, of the 1986-88 Appropriations Act allows funds which are or may be made available to be expended for industrial access railroad tracks and facilities to serve new or substantially expanded industrial or commercial businesses; and

WHEREAS, the Alleghany County Board of Supervisors has, by resolution, requested Industrial Access Railroad Track Funds to serve the Westvaco Corporation's Low Moor Converting Plant, which is estimated to cost \$331,000; and

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WHEREAS, it appears that this request falls within the intent of Section 56-451.2 and has complied with the provisions of the Highway and Transportation Board's policy on the use of Industrial Access Railroad Track Funds.

NOW, THEREFORE, BE IT RESOLVED, that the Board recommends to the Governor, through the Secretary of Transportation and Public Safety, that \$200,000 of the Highway Maintenance and Construction Fund be provided to construction new track to serve the Westvaco Corporation's Low Moor Converting Plant, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
2. \$200,000 being allocated as the industrial rail access grant, with all other costs being borne by Westvaco Corporation.

Motion carried.

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

WHEREAS, on February 21, 1986, the Department of Highways and Transportation approved the prequalification application submitted by Norfolk Dredging Company for the year ending March 1, 1987 and

WHEREAS, on July 7, 1986, a grand jury for the United States District Court for the Eastern District of North Carolina indicted Norfolk Dredging Company and its executive vice-president, Russell J. Thorne; and

WHEREAS, the grand jury charged that Norfolk Dredging Company and Thorne had violated the Sherman Antitrust Act by engaging in conduct that continued from at least 1978 through September, 1981; and

WHEREAS, the grand jury charged that the defendants and others had conspired to rig bids for dredging projects let by the United States of America through the United States Army Corps of Engineers or the United States Navy on the southeast Atlantic coast; and

WHEREAS, pursuant to plea agreements dated September 22, 1986, Norfolk Dredging Company and Russell J. Thorne pleaded guilty to the aforesaid indictment; and

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WHEREAS, because of the guilty pleas, by letter dated October 7, 1986, the Commissioner of the Department of Highways and Transportation, pursuant to the Policy and Procedures for Debarment of Contractors, debarred Norfolk Dredging Company for a period of 36 months and removed it from the list of companies prequalified to bid on contracts with the Virginia Department of Highways and Transportation; and

WHEREAS, by letter dated October 27, 1986, Norfolk Dredging Company, by counsel, requested a hearing before the Commissioner pursuant to the aforesaid policy and Procedures; and

WHEREAS, on November 18, 1986, an administrative hearing was held before the Commissioner to receive evidence on the request of Norfolk Dredging Company to be reinstated to the list of companies prequalified to bid on contracts with the Virginia Department of Highways and Transportation;

NOW, THEREFORE BE IT RESOLVED, in consideration of the aforementioned evidence and additional materials later submitted by the Company;

Pursuant to the Policy and Procedures for Department of Contractors, Norfolk Dredging Company shall be immediately reinstated as a prequalified contractor upon the Company's agreeing to certain probationary conditions, and its continuing to comply with such conditions until at least October 6, 1989, as follows:

- A. Norfolk Dredging shall take affirmative steps to advise each of its employees who has any responsibility for bidding or estimating the cost to perform work in connection with a contract with the Department of Highways and Transportation of its and their obligations under the company's Statement of Business Principles and Antitrust Policy, which is attached hereto as Exhibit A, as such Statement may be modified pursuant hereto. The steps shall include distribution to each of such employees, at least once each year, of a written directive about the Company's policy requiring compliance with the Sherman Antitrust Act and the Virginia Antitrust Act. The directive shall include a copy of the aforesaid Statement of Business Principles and Antitrust Policy as well as an admonition that non-compliance will result in appropriate disciplinary action, which may include dismissal, and advise that the Company's legal advisors are available to confer about any compliance questions. The Company shall require that each such employee submit to it a signed statement, which it shall

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retain in its files, acknowledging receipt of the directive, acknowledging that he has read it, and acknowledging that he has been advised and understands that non-compliance will result in appropriate disciplinary action, which may include dismissal. the company shall file with each application for prequalification an affidavit as to the fact and manner of its compliance with the provisions of this paragraph;

- B. The Company's reinstatement may be revoked during the pendency of any proceeding brought by federal, state or local governmental entities seeking to recover alleged overcharges or other damages which are based in whole or in part upon the conduct for which the Company was indicted as aforesaid;
- C. The Company shall cooperate fully and completely with any investigation conducted by federal, state or local law enforcement authorities into possible violations of federal and state antitrust laws; and
- D. The Company shall comply with paragraphs 5A, 5B, 5D, 5E, 5H, 5J, 5L, 5M, 5N, 6, 7, and 8 of the Agreement with the Department of the Army of the United States, dated August 29, 1986, and attached hereto as Exhibit B; provided, that for purposes hereof said Agreement shall be construed to include the Department of Highways and Transportation within the use of the terms "Government" and "DA"; and provided further, that no modification of the aforesaid Agreement shall be effective to modify the Company's obligations to the Department hereunder unless submitted to and approved by the Commissioner.

Motion carried.

Mr. Pethtel offered the following statement regarding the Department's request for additional staffing.

"The new positions requested by the Department are those necessary to implement the expanded construction program, manage the Transportation Trust Fund, and carry out the associated administrative and operational support services related to an efficient, productive program. The request uses a phased-in approach with approximately one-half of the positions requested for approval by the first of January and the balance after the first of July. The phased-in approach is necessary so that the Department can ensure that adequate staff is on board to handle the beginning of the expanded program but not overwhelm the Central or District offices with the demand of recruiting, employing, orienting,



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and training this expanded work force at one time. The work to be phased in and the employment phases are roughly equal. To the best of my knowledge this is the first time an agency of State government in Virginia has been asked to expand its program by such an order of magnitude and in such a short, compressed period of time. The positions being requested are fully documented, and I look forward to the opportunity to review this request with the appropriate executive and legislative agencies.

The Department will take every step possible to ensure the program is carried out efficiently and with the highest productivity possible. Of the 1,037 positions requested, 85% will be assigned to the Districts for implementation of the expanded construction program and 15% will be assigned to the Central Office for management and contract administration.

The single largest individual category of positions is for construction inspection (363 positions). Two hundred and twenty-five positions are requested to establish a permanent state force construction program for small and emergency type projects. An additional 259 positions are related to traffic engineering, materials testing, safety and equipment maintenance. These positions are directly associated with on-the-job construction functions.

Approximately 119 positions are associated with transportation planning, contract management, fiscal control, administrative services, and automated data processing operations. Forty nine (49) positions are associated with toll facilities, including a crew for an additional Jamestown-Scotland Ferry. Seventeen positions are associated with management efficiency, accountability and productivity functions such as internal auditing, budgeting, and productivity analysis.

No new positions have been requested to expand maintenance work forces, to supplement general administration of the Department, to expand legal assistance, or to enrich other clerical or executive activities."

The next regular meeting will be held in Richmond on January 15, 1987.

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The meeting adjourned at 2:10 p.m.

Approved:

  
Chairman

Attested:

  
Secretary