

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Richmond, Virginia
December 20, 1990
10:00 a.m.

1. Public Comment
 2. Action on Minutes of Meeting of October 24, 1990
 3. Action on Permits Issued and Canceled from November 1, 1990 through November 30, 1990
 4. Action on Additions, Abandonments or Other Changes in the Secondary System from October 19, 1990 to November 19, 1990
 5. Action on Discontinuances from the Secondary System: Floyd and Pittsylvania Counties and the City of Suffolk
 6. Action on Discontinuance: Route 632 Bridge Over Po River Spotsylvania County
 7. Action on Additions, Abandonments, Discontinuances and Transfers in the Primary System: Loudoun, Augusta and Wythe Counties
 8. City Street Mileage
 9. Action on Bids Received November 27, 1990
 10. Consultant Agreement: Fairfax County Parkway - Fairfax County Proj. R000-029-249, PE105, PE106 Supplemental Agreement # 7 for revision in scope of services Sverdrup Corporation
- Consultant Agreement: Albemarle County - Route 29 Proj. 6029-002-122, PE100 Supplemental Agreement # 2 for revision in scope of services Sverdrup Corporation
- Consultant Agreement: Prince William County - Route 234 Proj. 6234-076-112, PE100 Supplemental Agreement # 4 for revision in scope of services Sverdrup Corporation

Consultant Agreement: Warren County - Route 522
Proj. 0522-093-104, PE101
Supplemental Agreement # 5 for revision
in scope of services
Kidde Consultants, Inc.

Consultant Agreement: Prince William County - Routes 610 and 640
Proj. 0610-076-182, C501
0640-076-282, C501, C502, C503
Supplemental Agreement # 4 for revision
in scope of services
Johnson, Mirmiran and Thompson, P.A.

11. Location Route 651 - Chesterfield County
& Design: (North Bailey Bridge Road)
Proj. 0651-020-266, C501
Fr: 0.18 Mi. S. Int. Route 654
To: Int. Route 360

Location Route 678 - Powhatan County
& Design: Proj. 0678-072-143, M501
Fr: 0.21 Mi. S. Int. Route 60 EBL
To: Int. Route 60 EBL

Location City of Roanoke
& Design: Second Street/Gainsboro Road
Proj. U000-128-116, C501
Fr: Salem Avenue
To: Orange Avenue
12. Designation of Virginia Byway: Routes 42, 43, 159, 311, 615
and 621
Alleghany, Botetourt, Craig,
Giles and Roanoke Counties
13. Policy on Limited Access Abandonment
14. Conveyances: Route 23 - Scott County
Route 80 - Washington County
15. Industrial Access: Henry County
(Deallocation) Proj. 1181-044-323, M501
Beaver Creek Industrial Park
16. Recreational Access: Scott County
Proj. 0660-084-196, M501
Scott County Park

Recreational Access: Hanover County
(Deallocation) Proj. 0810-042-269,M501
Poor Farm Park

17. Washington Bypass Study
18. Bicycle Policy
19. 1991 Norfolk-Virginia Beach Toll Road Budget
20. Rail Industrial Access: Shenandoah County
Agmark Intermodal Systems, Inc.
21. Rail Corridor Program: Winchester and Western Safety Project
Eastern Shore Railroad Non-Safety Proj.
Winchester and Western Non-Safety Proj.
Buckingham Branch Non-Safety Project
Chesapeake and Albemarle Non-Safety Proj.
22. New Business
23. Adjourn

MINUTES
OF
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Richmond, Virginia
December 20, 1990
10:00 a.m.

The monthly meeting of the Commonwealth Transportation Board was held in the Board Room at the Department of Transportation, 1401 E. Broad Street, Richmond, Virginia on December 20, 1990, at 10:00 a.m. The Chairman, Mr. John G. Milliken, presided.

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

During the Public Comment period, the VDOT Glee Club made a presentation for the Board and spectators.

On motion of Mr. Smalley, seconded by Dr. Thomas, the minutes of the meeting of October 24, 1990 were approved.

On motion of Mr. Bacon, seconded by Dr. Thomas, permits issued and canceled from November 1, 1990 through November 30, 1990, inclusive, as shown by the records of the Department, were approved.

Moved by Mr. Bacon, seconded by Dr. Thomas, that the Board approve additions and abandonments to the Secondary System from October 19, 1990 to November 19, 1990, inclusive, as shown by the records of the Department.

Motion carried.

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

WHEREAS, by proper resolution, the Boards of Supervisors of Floyd and Pittsylvania Counties and the City of Suffolk have requested that certain roads which no longer serve as public necessities be discontinued as part of the Secondary System of Highways.

12/20/90

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia of 1950, as amended, the Commonwealth Transportation Board finds the following sections of roads are not required for public convenience and are hereby discontinued as part of the Secondary System of Highways, effective this date.

Floyd County - Route 664 - Section 1 of old location 0.09 Mi

Floyd County - Route 767 - Section 2 of old location 0.07 Mi

Pittsylvania County - Route 622 - Sections 1, 3, 4, 5, 7, 8, 9 and 11 of old location 1.05 Mi

City of Suffolk - Route 731 - Section 1 of old location 0.04 Mi

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board is authorized, pursuant to Section 33.1-150 of the Code of Virginia, to discontinue portions of the Secondary System of State Highways deemed no longer required for public convenience; and

WHEREAS, by resolution adopted July 19, 1990, this Board expressed its desire to discontinue the Route 632 bridge crossing of the Po River in Spotsylvania County and directed the appropriate action be initiated to permit due consideration of the official discontinuance of the bridge crossing; and

WHEREAS, as prescribed by Section 33.1-150, of the Code of Virginia, proper notice of the proposed discontinuance of this bridge crossing was given to the Spotsylvania County Board of Supervisors, each landowner whose property abuts this crossing, and the general public; and

WHEREAS, the prescribed time limit for public comment has expired without any request for a public hearing regarding this proposed discontinuance.

12/20/90

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

Route 632 - Spotsylvania County
Crossing of Po River - Structure No. 6028
From 1.12 miles north Route 1 (South Connection)
To 1.14 miles north Route 1 (South Connection)

Motion carried.

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

WHEREAS, under authority of Section 33.1-34 of the Code of Virginia, as amended, the Commonwealth Transportation Board may add such roads, bridges and streets as it shall deem proper to the Primary System of Highways, not to exceed fifty miles during any one year; and

WHEREAS, with respect to the recent completion of construction of Innovation Avenue in Loudoun County, beginning at State Route 28 and extending 0.88 mile southeast of State Route 28; and

WHEREAS, in accordance with recommendations by the Department's Engineers, it is deemed necessary to add said facility to the Primary System of Highways and establish a route number designation; and

WHEREAS, this facility will be the entrance to the Center for Innovative Technology;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board does hereby declare that the 0.88 mile section of Innovation Avenue, as described herein, be added to the Primary System of Highways and designated as State Route 209.

Motion carried.

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

WHEREAS, Old Route 11 in Augusta County has been altered and reconstructed as shown on plans for Project: 192, CR-1; and

12/20/90

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.06 mile of Old Route 11, designated as Section 1 on the plat dated November 14, Project: 192, CR-1 be abandoned as a part of the State Highway System.

Motion carried.

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

WHEREAS, Old Route 11 in Wythe County has been altered and reconstructed as shown on plans for Project: 1698-05; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.25 mile of Old Route 11, designated as Section 1 on the plat dated November 16, Project: 1698-05, be abandoned as a part of the State Highway System.

Motion carried.

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

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

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

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

12/20/90

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the Town of Grottoes, for Local Streets be increased by 0.49 centerline mile. This increase is a result of additions of Local Streets as described on tabulation sheet number 1 for the Town of Grottoes dated October 25, 1990.

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

The Local Street additions totaling 0.49 mile increases the total mileage to 14.35 centerline miles of approved streets subject to maintenance payments.

Motion carried.

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the Town of South Hill, for Local Streets be increased by 0.30 centerline mile. This increase is a result of additions of Local Streets as described on tabulation sheet number 1 for the Town of South Hill dated October 29, 1990.

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

The Local Street additions totaling 0.30 mile increases the total mileage to 22.52 centerline miles of approved streets subject to maintenance payments.

Motion carried.

12/20/90

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Manassas, for Local Streets be increased by 0.34 centerline mile. This increase is a result of additions of Local Streets as described on tabulation sheet number 1 for the City of Manassas dated September 20, 1990.

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

The Local Street additions totaling 0.34 mile increases the total mileage to 63.41 centerline miles of approved streets subject to maintenance payments.

Motion carried.

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

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

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

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

12/20/90

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Poquoson, for Local Streets be increased by 0.34 centerline mile. This increase is a result of additions of Local Streets as described on tabulation sheet number 1 for the City of Poquoson dated November 1, 1990.

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

The Local Street additions totaling 0.34 mile increases the total mileage to 33.61 centerline miles of approved streets subject to maintenance payments.

Motion carried.

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

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

WHEREAS, certain Principal-Minor Arterial Roads and/or Collector-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 changes to the State Functional Classification System for maintenance payment purposes on Collector Roads and Local Streets;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Newport News for the adjusted mileages of Collector Roads and Local Streets meeting the required criteria under the aforementioned section of the Code, effective July 1, 1991. The adjusted mileage eligible for payments are described on tabulation sheet number 1 dated November 13, 1990. This tabulation sheet is on file in the Department's Urban Division.

The Collector Road additions totaling 0.13 mile increases the total mileage to 28.30 centerline miles of approved roads subject to maintenance payments.

12/20/90

The Local Street deletions totaling 0.13 mile decreases the total mileage to 338.45 centerline miles of approved streets subject to maintenance payments.

Motion carried.

Moved by Mr. Musselwhite, seconded by Dr. Thomas that the Board approve the bids received November 27, 1990 listed for award on the attached sheets numbered 8A through 8O and authorize execution of contracts by the Deputy Commissioner or Chief Engineer, and approve rejection of those bids listed for rejection and authorize readvertisement.

Motion carried.

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

1 1662 90F66258 UD-1-90 81	From: Rte. 666 (M.P. 7.31) To: S. B. 1-77 (M.P. 13.53) Wythe County Underdrains UD-5	AWARD	CROSSPOINTE CONTRACTING, INC. ABINGDON, VA	9	\$799,342.00
2 192-90A 900197A7 0095-029-114,C501, B660, B661, B666, B668, B669, B670, B675, B676, B674; 0095-029-A14, B667; 0095-029-114, C508 AC-1-095-2(315)169; IR-95-2(336)172 95	From: 0.809 MI. N. Rte. 638 (Public Rd.) To: 1.443 MI. N. Rte. 644 (Frascoia Rd.) Fetisus County HOV Lane, Grade, Drain, Asphalt Conc. Pavc., Signs, Signals, Lighting, Utilities, Incls. & Br. (10)	AWARD	SHIRLEY CONTRACTING CORP. LORTON, VA	7	\$48,989,000.90
3 232-90A 900232A9 0095-964-112, S902 I-295-3(4)00 295	From: Int. Rte. 95 & 295 - S. of Petersburg To: Chesterfield-Hanrico CL Richmond District Permanent Traffic Signs	AWARD	APEX CONTRACTING, INC. PARIS, KY	9	\$1,174,543.75

BIDS RECEIVED NOVEMBER 27, 1990

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

INTERSTATE PROJECTS

4	233-90A	900233AB	0095-964-112,8903	295	From: Chesterfield-Henrico CL To: Rte. 64 W. of Richmond Richmond District Permanent Traffic Signs		AWARD	APEX CONTRACTING, INC. PARIS, KY	1	\$946,186.00
5	243-90A	900243A6	0095-074-101,9401, P402,P405	95	From: Int. Rte. 95 S. of Petersburg To: 1.771 Mi. S. Int. Rte. 36 Prince George County Grade, Drain, PCC Pave. & Incls.		AWARD	DENTON CONSTR. CO., D/B/A DENTON CONCRETE PAVING CO. GROSSE POINTE WOODS, MI	9	\$14,817,049.10
6	1685	90F6LS91	02-0064-6302,51801	64	Rte. 631 over Rte. 64 Albemarle County Deck Repr.		AWARD	LANFORD BROTHERS CO., INC. ROANOKE, VA	7	\$112,848.00

JOB. DES. CONTRACT PROJECT NUMBER XTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
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INTERSTATE PROJECTS

7 1688 90F68858 BR-IE-90	Rte. 95 over Cameron Run; Rte. 95 over Rte. 241 (Telegraph Rd.) Fairfax County Reconstruction of Br. Deck Joints	AWARD	SHIRLEY CONTRACTING CORP. LORTON, VA	3	\$568,188.00
8 1689 90F68957 BR-JP-90	Rte. 95 over Rte. 1148 (Clermont Dr.); Rte. 95 over Rte. 613 (Van Dorn St.) Fairfax County Reconstruction of Br. Deck Joints	AWARD	CENTURY CONCRETE SERVICES, INC. VIRGINIA BEACH, VA	2	\$304,622.00
9 1692 90F69252 BR-TD-90	Rte. 64 over Rte. 29 Albemarle County Deck Repr.	AWARD	LANFORD BROTHERS CO., INC. ROANOKE, VA	7	\$101,875.60

JOB, DES CONTRACT PROJECT NUMBER RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO OF BIDS	LOW BID
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INTERSTATE PROJECTS

10 1693 90F69381 BR-4C-90	95 Various Locations Henrico County Br. Deck & Pier Reprs.	AWARD	CENTURY CONCRETE SERVICES, INC. VIRGINIA BEACH, VA	6	\$584,018.75
11 1698 90F69386 PR-5L-90	64 Various Locations City of Norfolk Coat. Relat. Conc. Pav. Reprs.	REJECT	BALLENGER PAVING CO, INC. GREENVILLE, SC	4	\$247,150.00

PRIMARY PROJECTS

I 254-90A 900254A2 P080-083-101,N501 80	From: 255' S. of Int. Rte. 67 & Rte. 80 To: 570' S. of Int. Rte. 67 & Rte. 80 Russell County Grading, Asphalt Conc. Pav. & Inclds. for Park & Ride Lot	AWARD	MAYMEAD, INC. MOUNTAIN CITY, TN	7	\$73,863.87
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JOB, DISTRICT, CONTRACT PROJECT NUMBER, RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO OF BIDS	LOW BID
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PRIMARY PROJECTS

2 1684 90F694S2 0259-082-1079,SR01; 259 0259-082-1087,SR02	Rte. 259 over N.F. Shensandeb Rv.; Rte. 259 over Rappahannock Cr. Rockingham County Br. Rapp. Lane Conc. Overlay & Silica Fume Conc. Overlay	AWARD	LANFORD BROTHERS CO., INC. ROANOKE, VA	3	\$227,184.80
3 168-90B 900168B5 0236-029-818,N501 236 HES-540(1113)	From: 0.099 MI. E. Int. Rte. 2948 (John Marr) To: Int. Rte. 2948 (John Marr) Fairfax County Grading, Lucids., Asphalt Conc. Pave. for Turn Lanes & Mod. Signal at Int. Rte. 2948	AWARD	TAVARES CONCRETE CO., INC. LORTON, VA	4	\$99,866.23
4 199-90A 900199A0 6265-071-E01,C510, 265 B618,B619; 6265-071-102,D639	From: 0.147 MI. S. Rte. 58 (EBL) To: 0.298 MI. W. Rte. 58 (EBL) Pittsylvania County Grade, Drain, Asphalt Conc. Pave., Utilities & Brn. (2)	AWARD	ENGLISH CONSTR. CO., INC. ALTAVISTA, VA	12	\$5,348,011.57

JOB, DBS CONTRACT PROJECT NUMBER, RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO OF BIDS	LOW BID
PRIMARY PROJECTS					
5 208-90A 900220A3 6460-009-112,C501, 460 3602 F-038-1(115)	From: 0.058 MI. E. Int. N&W Rwy. To: 0.105 MI. W. Int. N&W Rwy. Bedford County Grading, Drainage, Incids., Asphalt Conc. Pave., Relocation RR & Br.	AWARD	ENGLISH CONSTR. CO., INC. ALTAVISTA, VA	5	\$2,559,987.10
6 220-90A 900220A3 0340-069-109,C502, 340 D687,D608	From: Int. Rte. 340 (N. Int. Rte. 685 at Newport) To: Int. Rte. 211 (5.48 MI. W. WCL Lurry) Page County Grade, Asphalt Conc. Pave., Drainage & Str. (2)	AWARD	GENERAL EXCAVATION, INC. LURAY, VA	13	\$2,918,432.05
7 238-90A 900220A3 6029-023-107,C501, 29 R615 F-037-2(114)	Rte. 29 By-Pass & Rte. 29 Bus. (South Interchange) Culpeper County Grade, Drain. Asphalt Conc. Pave., Pave. Planing, Incids., Loops, Ramps, Signs, Light. Retaining Wall & Br.	AWARD	PRINCE WILLIAM CONSTR. CO. MANASSAS, VA	12	\$4,033,423.38

JOB, DIST CONTRACT PROJECT NUMBER RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO OF BIDS	LOW BID
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PRIMARY PROJECTS

8 240-90A 900240A9 0001-043-107,C501 1 14-5127(183)	From: 0.01 Mi. N. Int. Rte. 73 (Parkway Rd.) To: 0.116 Mi. N. Int. Mountain Rd. Henrico County Grade, Drain, Asphalt Conc. Pave., Utilities & Signals	AWARD	CENTRAL CONTRACTING CO., INC. FARMVILLE, VA	13	\$1,113,064.05
9 242-90A 900242A7 6265-071-E01,C509, 265 B607,B613,B616,D621	From: 0.42 Mi. S. Int. Rte. 86 To: 0.148 Mi. S. Int. Rte. 58 EBL Pittsylvania County Grade, Drain, Asphalt Conc. Pave., Signa, Drainage Str. & Str. (3)	AWARD	ENGLISH CONSTR. CO., INC. ALTAVISTA, VA	10	\$6,195,993.77
10 1687 90568799 6220-080-111,R201 230	From: 0.15 Mi. S. Int. Rte. 715(N) To: 0.69 Mi. S. Int. Rte. 715(N) Roanoke County Demo. & Bldgs. & Removal of Asbestos Mat'l.	AWARD	TRIPLE 'C' CONSTRUCTION CO., INC. MARTINSVILLE, VA	3	\$11,850.00

JOB, DISTRICT, CONTRACT PROJECT NUMBER, RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO OF BIDS	LOW BID
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PRIMARY PROJECTS

11 1690	90F99034	0062-083-1040,SR01; 82 A058-083-1041,SR01 & A058-083-1042,SR01 Alt. 58	Rte. 82 over Clinch Rv.; Alt. Rte. 58 over Copper Cr.; Alt. Rte. 58 over Carr Cr. Russell County	AWARD	CONCRETE, INC. LEBANON, VA	4	\$539,608.50
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Br. Substructure & Superstructure Repre.

12 1619	90F61971	83-0080-1035,SR02	Rte. 80 over Clinch Rv. Russell County	REJECT	EDWIN O'DELL & CO. PULASKI, VA	2	\$899,794.00
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Superstr. Replacement & Substr. Repr.

URBAN PROJECTS

1 249-90A	90D24940	U000-136-105,C501, 250 D606,D607	From: Int. Rte. 340 (Roosev Ave.) To: Int. Rte. 250 (Main St.) City of Waynesboro	AWARD	L. F. FRANKLIN & SONS, INC. STEPHENSON, VA	10	\$3,679,207.79
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Grade, Drain, Asphalt Conc. Pave., Incids.,
Utilities, Signals, Landscaping & Drainage
Sigs.

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

2 248-90A 900248A1 0564-122-104,C501 564 From: 1.344 Mi. W. International Terminal Blvd.
 I-IR-564-4(1502 To: 0.125 Mi. W. International Terminal Blvd.
 City of Norfolk
 Widening: Includes Grading, Redof. FCC Pave.,
 Inside., Lighting & Signs

REJECT CENTURY CONCRETE SERVICES, INC.
 VIRGINIA BEACH, VA 6 \$2,479,432.80

3 248-90A 900248A1 0721-128-101,C501 From: 0.18 Mi. E. Int. Third St.
 To: 0.058 Mi. S. Int. Elm St.
 City of Roanoke
 Grade, Drain, Asphalt Cons. Pave. Planting,
 Signals, Pave. Markings & Utilities

REJECT E. C. PACE COMPANY, INC.
 ROANOKE, VA 4 \$1,773,413.25

JOB, DES CONTRACT PROJECT NUMBER RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO OF BIDS	LOW BID
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SECONDARY PROJECTS

1 223-90A 900223A0 0700-083-P90,NS01; 700 From: Rte. 615 0667-083-P80,NS02 To: 0.8 MI. S. Rte. 615 AND From: 0.07 MI. N. Rte. 71 To: Rte. 747 Russell County Grade, Drain & Asphalt Conc. Pave.	AWARD	J & J CONTRACTORS, INC. VANSANT, VA	8	\$267,405.44
2 234-90A 900234A7 0610-013-T99,NS01; Var. Various Locations 0620-013-T68,NS01; Buchanan County 0622-013-T69,NS01; Asphalt Conc. Pave. 0604-013-T04,NS01; 0658-013-T07,NS01; 0655-013-T93,NS01; 0619-013-T82,NS01; 0617-013-T81,NS01; 0610-013-T00,NS01	AWARD	MAYMEAD, INC. MOUNTAIN CITY, TN	1	\$467,859.60
3 235-90A 900235A6 0728-013-T97,NS01; Var. Various Locations 0674-013-T95,NS01; Buchanan County 0677-013-T96,NS01; Reconstruct. Exist. Pave. with Asphalt Conc. 0645-013-T01,NS01; Pave. 0654-013-T88,NS01; 0666-013-T89,NS01; 0629-013-T85,NS01; 0640-013-T87,NS01; 0680-013-T90,NS01	AWARD	MAYMEAD, INC. MOUNTAIN CITY, TN	2	\$332,564.35

NO.	CONTRACT PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO OF BIDS	LOW BID
SECONDARY PROJECTS							
4	239-90A 900237AA	0793-017-P65,C501, 793 B642 BR-503-017(107)	From: 2.4 MI. N. Rte. 607 To: 2.721 MI. N. Rte. 607 Carroll County Grade, Drains, Asphalt S.T. Pave. & Br.	AWARD	FORT CHISWELL CONSTR. CORP. MAX MEADOWS, VA	8	\$306,504.20
5	239-90A 900239A2	0607-025-T68,N501 607	From: Rte. 689 (S. Int.) To: 1.2 MI. E. Rte. 689 (S. Int.) Dickenson County Grade, Drains & Asphalt Cons. Pave.	AWARD	LITTLE HENRY'S EXCAVATING & PAVING, IN POUND, VA	5	\$528,188.90
6	245-90A 900245A4	0609-077-156,M501 609	From: Int. Exit, Rte. 653 To: Int. Exit, Rte. 658 Pulaski County Grade, Asphalt S.T. Pave. & Drains	AWARD	H. D. CROWDER & SONS, INC. CHARLOTTE, NC	8	\$423,112.60
7	1545 900245B	0600-026-6910,SR01 600	1.4 MI. W. Int. Rte. 460 Dismiddle County Br. Repr.	AWARD	SOUTHERN CONCRETE & CONSTRUCTION, IN T/A SOUTHERN & CO. YALE, VA	7	\$89,462.30

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

4 237-90A 900237A4 0793-017-763,CS01, 793 B642 BR-805-017(107)	From: 2.4 Mi. N. Rte. 607 To: 2.721 Mi. N. Rte. 607 Carroll County Grade, Drain, Asphalt S.T. Pave. & Br.	AWARD	FORT CHISWELL CONSTR. CORP. MAX MEADOWS, VA	8	\$306,504.20
5 239-90A 900239A2 0407-025-768,MS01 607	From: Rte. 689 (S. Int.) To: 1.2 Mi. E. Rte. 689 (S. Int.) Dickinson County Grade, Drain & Asphalt Conc. Pave.	AWARD	LITTLE HENRY'S EXCAVATING & PAVING, IN POUND, VA	5	\$528,188.90
6 245-90A 900245A4 0609-077-156,MS01 609	From: Int. Exch. Rte. 653 To: Int. Exch. Rte. 658 Felicity County Grade, Asphalt S.T. Pave. & Drain	AWARD	H. D. CROWDER & SONS, INC. CHARLOTTE, NC	1	\$421,112.60
7 1545 90F545U8 0600-026-0910,SR01 600	1.4 MI. W. Int. Rte. 460 Dixwiddle County Br. Repr.	AWARD	SOUTHERN CONCRETE & CONSTRUCTION, IN T/A SOUTHERN & CO. YALE, VA	7	\$89,462.30

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

8 1682 90F68284 0768-062-P17,N501 768 From: 1.25 Mi. N. Rte. 622 To: Rte. 657 Nelson County
Grade, Drain, Stabilize & Asphalt S.T.

AWARD J & D CONSTRUCTION CO., INC. FANCY GAP, VA

12 \$164,775.80

9 1683 90F68383 0628-073-170,N501 628 From: Int. Rte. 632 To: 2.33 Mi. N. Int. Rte. 632 Prince Edward County
Grade, Drain, Stabilize & Bitotod Seal Coat

AWARD CRUMP CONSTRUCTION CO., INC. FARMVILLE, VA

12 \$284,872.70

10 1697 90F69787 0842-009-P32,N501 842 Various Locations Bedford County
Pipe Culvert Rehabilitation

AWARD E. C. PACE COMPANY, INC. ROANOKE, VA

3 \$86,315.00

MISCELLANEOUS PROJECTS

1 230-90A 900250A6 TS01-961-902; TS01-962-902; TS01-963-902; TS01-968-902 Var. Various Locations Bristol Dist.; Salem Dist.; Lynchburg Dist.; Staunton Dist.
Traffic Signals

AWARD RICHARDSON-WAYLAND ELECTRICAL CORP. ROANOKE, VA

5 \$2,464,054.68

BIDS RECEIVED NOVEMBER 27, 1990

JOB. DES CONTRACT PROJECT NUMBER RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO OF BIDS	LOW BID
MISCELLANEOUS PROJECTS					
2 251-90A 900251A5 TS03-964-902	Var. Various Locations Richmond District Traffic Signals	AWARD	T & H ELECTRICAL CORP. WILSON, NC	7	\$1,367,555.00
3 252-90A 900252A4 TS02-965-902; TS02-966-902	Var. Various Locations Suffolk & Fredericksburg Districts Traffic Signals	AWARD	RICHARDSON-WAYLAND ELECTRICAL CORP. ROANOKE, VA	6	\$1,307,666.72
4 253-90A 900253A3 TS04-96A-902; TS04-967-902	Var. Various Locations Northern Virginia & Culpeper Districts Traffic Signals	REJECT	BRYANT ELECTRIC CO., INC. TOAND, VA	7	\$3,938,513.46
5 1663 90F663S7 SCG-5B-90	Var. Various Locations - Eastern State Hospital, College of William & Mary & York Terrace Subdivision James City & York Co's. Curb & Gutter, Entrance Repr. & Incids.	AWARD	AL DILLON CONTRACTOR, INC. NEWPORT NEWS, VA	8	\$43,498.50

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

6 1674 90F67494 SDI-A1-90	Var. Rts. 1334, 1335 & 1336 - Belle Haven Estates Fairfax County Storm Drainage Improvements	AWARD	RICHMARR EXCAVATING CO., INC. MANASSAS, VA	9	\$161,858.75
7 1686 90F68690 GIR-6A-90	Var. Various Locations Fredericksburg District Guardrail Installation	AWARD	KIRK-NEAL INC. CHARLOTTEVILLE, VA	5	\$112,893.30
8 1695 90F69599 SON-4A-90	Var. Various Locations Richmond District Sign Overlaying & Installation; Luminance Replacement	AWARD	N. H. STONE, INC. SHARPSBURG, KY	7	\$228,128.50
9 1696 90F69698 TSI-4A-90	Var. Various Locations Richmond District Installation of Traffic Signals	AWARD	T & H ELECTRICAL CORP. WILSON, NC	7	\$93,725.00

12/20/90

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Sverdrup Corporation, and it has been determined that a change in the scope of services is necessary to prepare additional right of way plats and base utility plats; prepare special design retaining walls; analyze and prepare necessary Storm Water Management plans; revise plans to provide tandem left-turn lanes at Beulah Street and revise plans to minimize impacts to the Taub property; prepare preliminary plans for an interchange at Route 1 and the Fairfax County Parkway and incorporate numerous right of way revisions as a result of changing conditions within the corridor; and

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and is outlined in this Supplemental Agreement No. 7.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement and previous supplements which currently have a maximum compensation of \$8,406,614.

This Supplemental Agreement No. 7 is in the amount of \$537,751 for services and expenses plus a net fee of \$45,324 making the total for this supplement \$583,075. The total maximum compensation of the agreement including this and all prior supplements is now \$8,989,689.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Sverdrup Corporation, and it has been determined that a change in the scope of services is necessary to complete the environmental analysis of the project corridor for project 6029-022-122, PE100:

12/20/90

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$3,206,023.00.

This Supplemental Agreement No. 2 is in the amount of \$90,095.00 for services and expenses plus a net fee of \$8,719.00 making the total for this Supplement \$98,814.00. The total maximum compensation of the agreement including this and all prior supplements is now \$3,304,837.00.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Sverdrup Corporation, and it has been determined that a change in the scope of services is necessary to redesign the Sudley Manor Drive interchange to reduce the impact on utilities, and the Dumfries Road Interchange to reduce the impact on utilities, and the Dumfries Road Interchange to avoid objectionable impacts to cemeteries, a telephone switching station, and an historic house. Also, to cover the cost of additional photo renderings for the Public Hearing for Project 6234-076-112, PE100.

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and are outlined in this Supplemental Agreement No. 4; and

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$4,619,919.00.

12/20/90

This Supplemental Agreement No. 4 is in the amount of \$550,936.00 for services and expenses plus a net fee of \$41,901.00 making the total for this supplement \$592,837.00. The total maximum compensation of the agreement including this and all prior supplements is now \$5,212,756.00.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Kidde Consultants, Inc., and it has been determined that a change in the scope of services is necessary due to the design of an additional quadrant of I-66/Route 522 interchange and additional survey on Route 522 for project 0522-093-104, PE-101; located in Warren County; and

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and is outlined in this Supplemental Agreement No. 5.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$403,103.96.

This Supplemental Agreement No. 5 is in the amount of \$30,867.91 for services and expenses plus a net fee of \$4,630.19, making the total for this supplement \$35,498.10. The total maximum compensation of the agreement including this and all prior supplements is now \$438,602.06.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Johnson, Mirmiran & Thompson, and it has been determined that a change in the scope of services is necessary to provide engineering services for:

12/20/90

1. Field Survey - Stake proposed wetland mitigation property and temporary construction easement. Compute metes and bounds and areas for proposed property and easement.
2. Field Survey - Stake for grading (one time).
3. Prepare wetland plan with field survey information to be incorporated into contract plans.

For project numbers 0640-076-268, C-502, Northern Virginia District, Prince William County.

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and are outlined in this Supplemental Agreement No. 4; and

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$1,134,980.09.

This Supplemental Agreement No. 3 is in the amount of \$7,149.74 for services and expenses plus a net fee of \$756.59 making the total for this supplement \$7,906.33. The total maximum compensation of the agreement including this and all prior supplements is now \$1,142,886.42.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Thelma Crenshaw Elementary School, Chesterfield, Virginia, on September 27, 1990, at 7:30 p.m. for the purpose of considering the proposed location and major design features of Route 651 (North Bailey Bridge Road) from 0.18 mile south of the intersection of Route 654 to the intersection of Route 360 (Hull Street) in Chesterfield County, State Project 0651-020-266, C-501; and

12/20/90

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express 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 include a left turn lane for eastbound Route 360.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Powhatan County Administration Building on September 13, 1990, at 7:30 p.m. for the purpose of considering the proposed location and design of Route 678 from 0.21 mile south of the intersection of Route 60 EBL to the intersection of Route 60 EBL in Powhatan County, State Project 0678-072-143, M-501; and

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

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

12/20/90

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

Motion carried.

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

WHEREAS, the City of Roanoke held a Location and Design Public Hearing in the City Council Chambers on May 22, 1990, at 7:00 p.m., for the purpose of considering the proposed location and design of Second Street/Gainsboro Road from Salem Avenue to Orange Avenue in the City of Roanoke, State Project U000-128-116, PE-101, C-501; and

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

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

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

Motion carried.

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

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

12/20/90

WHEREAS, the staff of the Department of Conservation and Recreation and the Virginia Department of Transportation have reviewed and determined that:

Route 43 in Botetourt County, from the intersection with the Blue Ridge Parkway to the intersection with Route 220 in the Town of Eagle Rock; length approximately 20 miles;

Route 621 and 616 in Botetourt and Alleghany Counties, from the intersection with Route 615 near Eagle Rock to the Town of Low Moor; length approximately 12 miles;

Route 615 in Botetourt and Craig Counties, from the intersection with Route 220 at Eagle Rock to the intersection with Route 311 in the Town of New Castle; length approximately 27 miles;

Route 42 in Craig and Giles Counties, from the intersection with Route 311 in New Castle to the intersection with Route 460 near Newport; length approximately 30 miles;

Route 311 in Roanoke, Craig and Alleghany Counties, from the intersection with Route 419 to the West Virginia State Line near White Sulphur Springs; length approximately 62 miles; (Note: Excludes approximately 1 mile of this road through the corner of West Virginia, then back into Alleghany County.)

Route 159 in Alleghany County, from the intersection with Interstate 64 near Callaghan to the intersection with Route 311 in the community of Crows; length approximately 11 miles substantially meet the adopted criteria for Virginia Byways; and

WHEREAS, the Department of Conservation and Recreation on September 14, 1990 recommended to the Virginia Department of Transportation that Routes 42, 43, 159, 311, 615, 616 and 621 heretofore described, be designated as Virginia Byways; and

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

WHEREAS, the designation of highways as scenic highways or Virginia Byways shall in no way limit the right of the Virginia Department of Transportation to

12/20/90

exercise all of its power and duties in locating, constructing, improving, and maintaining highways in the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED, that Routes 42, 43, 159, 311, 615, 616 and 621 herein described, be designated as Virginia Byways.

Motion carried.

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

WHEREAS, new or existing highways are designated limited access facilities by the Commonwealth Transportation Board in accordance with Section 33.1-57 et seq. of the Code of Virginia, and

WHEREAS, requests are received from time to time for a break in the limited access line to accommodate increased traffic or enhance development; and

WHEREAS, it may be in the best interest of the Department to provide access to adjoining properties at locations to be mutually agreed to by the Department and the requesters, and

WHEREAS, proposed VDOT Department Policy Memoranda, Number 2-11, has been prepared establishing a policy for disposal of access rights and allow access to adjoining properties subject to certain conditions.

NOW, THEREFORE, BE IT RESOLVED that the DPM Number 2-11 be approved and made a part of the Department Policy Memoranda Manual.

Motion carried.

VDOT DEPARTMENT POLICY MEMORANDA MANUAL

Date: DPM Number: 2-11
Approved: Supersedes: None

DISPOSAL OF LIMITED ACCESS CONTROL

Introduction The Commonwealth Transportation Board may designate all or any part of an existing or new highway as limited access. Such a designation requires the Board to extinguish all easements of access, light, or air. The Commissioner must pay damages, if any, to owners of properties abutting the existing or new highway for the extinguishment of these rights.

This policy establishes the rules pertaining to limited access control.

Policy Any change or break of the access control line for a purpose other than that related to highways is considered an abandonment of access control. Abandonment of access control will be considered

* only in limited, special situations; and

* only when such abandonment will not adversely affect the safety or operation of the facility.

Monetary Compensation Monetary compensation or other valuable consideration shall be made for abandonment to a private party or a public agency for non-public use. Compensation due the Department for abandonment of access control shall be determined by the appraisal process.

The value of these rights shall be determined by using the before and after evaluation. The after value shall take into consideration the costs of providing any safety or operations improvements necessary for the safety of the traveling public. The State Right of Way Engineer shall approve any such compensation.

continued on next page

DISPOSAL OF LIMITED ACCESS CONTROL, continued

**Federal
Highway
Administra-
tion Appro-
val**

If Federal funds were used in

* right of way acquisition, or

* if there is a significant change in the
function or operation of the existing
highway facility,

the Federal Highway Administration shall approve
the change or break in access.

Reference

* Code of Virginia, Section 33.1-58.

* Commonwealth Transportation Board Minutes,
December 20, 1990.

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

WHEREAS, in connection with Route 23, State Highway Project 2350-01-02, the Commonwealth acquired certain lands from Bonnie Rhoton by deed dated May 5, 1966, recorded in Deed Book 233, Page 13; Claude Fred Head and Patsy E. Head by deed dated April 22, 1966, recorded in Deed Book 232, Page 523; James T. McDavid, et al by instrument dated June 6, 1966, recorded in Deed Book 233, Page 69; Heirs at Law of D. D. Spears, Jr., deceased, et al by instrument dated May 6, 1966, recorded in Deed Book 232, Page 235; Ezra E. Lane and Grace S. Lane by deed dated May 5, 1966, recorded in Deed Book 232, Page 690; and H. E. McDavid and Mary Della McDavid by instrument dated June 6, 1966, recorded in Deed Book 233, Page 164. These instruments are recorded in the Office of the Clerk of the Circuit Court of Scott County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the lands containing 0.17 acre, more or less, and lying south of and adjacent to the south normal right of way limits of Route 23, from a point approximately 110 feet opposite approximate Station 334+50 (SBL centerline) to a point approximately 110 feet opposite approximate Station 336+05 (SBL centerline), also from a point approximately 62 feet opposite approximate Station 340+00 (SBL centerline) to a point approximately 62 feet opposite approximate Station 340+65 (SBL centerline) do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System; and

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

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

Motion carried.

12/20/90

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

WHEREAS, the Commonwealth is the apparent owner of Old Route 611 located in Washington County; and

WHEREAS, under Project 0080-095-102, RW-201, Route 611 was relocated in a northern direction and serves the same citizens as the old location; and

WHEREAS, a section of Old Route 611 was abandoned by the Board of Supervisors of Washington County by resolution dated January 15, 1975, effective March 5, 1975; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.17 acre, more or less, and lying east of and adjacent to the east normal right of way limits of Route 80, from a point approximately 55 feet opposite approximate Station 445+10 (office revised centerline, Project 0080-095-102, RW-201) to a point approximately 55 feet opposite approximate Station 446+00 (office revised centerline, Project 0080-095-102, RW-201) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the Secondary System of State Highways; and

WHEREAS, the adjoining landowner has requested that the Commonwealth convey the excess lands, so acquired.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is hereby approved and the Commonwealth Transportation Commissioner is authorized to execute a quitclaim deed in the name of the Commonwealth 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 appropriate.

Motion carried.

12/20/90

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

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

WHEREAS, on April 21, 1988, the Commonwealth Transportation Board allocated \$292,000 from the Industrial Access Fund to provide access to the proposed Beaver Creek Industrial Park, located in Henry County, Project 1181-044-323, M501, subject to certain contingencies; and

WHEREAS, one of the contingencies of this allocation was that an eligible industry or industries with sufficient capital outlay to warrant the authorization of this allocation must locate and operate facilities adjacent to the access facility; and

WHEREAS, it has been determined that no eligible industry is under firm commitment to construct and operate its facilities along this project; and

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

NOW, THEREFORE, BE IT RESOLVED, that the aforementioned action of the Commonwealth Transportation Board on April 21, 1988, is hereby rescinded.

BE IT FURTHER RESOLVED that the \$292,000 previously allocated to Project 1181-044-323, M501 be returned to the Industrial Access Fund.

Motion carried.

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

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "...in the public

12/20/90

interest that access roads and bikeways for public recreational areas and historical sites be provided..." reserves \$3,000,000 from highway funds for such purpose, and further provides that "The Commonwealth Transportation Board, with the concurrence of the Director of the Department of Conservation and Recreation, is hereby authorized to make regulations to carry out the provisions of this section; and

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

WHEREAS, the Board of Supervisors of Scott County has by resolution requested the use of Recreational Access Funds to provide adequate access to the Scott County Park and the said access is estimated to cost \$75,000; and

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

NOW, THEREFORE, BE IT RESOLVED that \$75,000 from the 1990-91 Fiscal Year Recreational Access Fund be allocated to improve Route 660 between Route 72 and the Park entrance and to construct an access road within the Scott County Park in Scott County, Project 0660-084-196, M501, contingent upon:

1. All necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
2. The Director of the Department of Conservation and Recreation finding this request to be in compliance with the provisions of Section 33.1-223 of the Code of Virginia and recommending the construction of the aforementioned access facility; and
3. All ineligible project costs and all eligible costs in excess of \$75,000 being provided from sources other than the Recreational Access Fund or any other fund administered by the Virginia Department of Transportation.

12/20/90

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

Motion carried.

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

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

WHEREAS, on May 17, 1990, the Commonwealth Transportation Board allocated \$245,000 from the Recreational Access Fund to construct an access road within Poor Farm Park in Hanover County, Project 0810-042-269, M501; and

WHEREAS, the County of Hanover has requested that this project's alignment be revised, reducing the length eligible for Recreational Access funding to 0.43 mile; and

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

NOW, THEREFORE, BE IT RESOLVED that this Board's action of May 17, 1990, is hereby amended to reduce the length of this project to 0.43 mile and to reduce the Recreational Access Fund allocation for this project to \$153,000.

BE IT FURTHER RESOLVED, that the contingencies of this Board's resolution of May 17, 1990, approving the project remain in effect with the exception of contingency #5, which is hereby rescinded and replaced by the following:

12/20/90

5. all ineligible costs of this project and all eligible costs in excess of \$153,000 being provided from sources other than the Recreational Access Fund.

BE IT FURTHER RESOLVED that the balance of the original allocation (\$92,000) be returned to the Recreational Access Fund.

Motion carried.

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

WHEREAS, the Department currently has a contract with the firm of Bellomo-McGee, Inc.; and

WHEREAS, it has been determined that additional services are necessary to study additional environmental impacts, additional coordination and public meetings, additional management and development of an expanded Draft First Tier EIS.

This work is identified as:

Washington Bypass Study
From: Baltimore, Maryland
To: Carmel Church, Virginia

Project: R000-076-101, PE100
R000-053-101, PE100
R000-089-101, PE100

WHEREAS, after careful review of the additional services required, a firm proposal has been submitted and just compensation for additional services has been established and are outlined in this Supplemental Agreement No. 5.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of Supplemental Agreement No. 5 and it shall become a part of the original agreement, which originally had a maximum compensation of \$1,200,000.

12/20/90

This Supplemental Agreement No. 5 is in the amount of \$249,731 for services and expenses plus a net fee of \$26,934. The total maximum compensation of the agreement including this and all prior supplements is now \$2,672,708.

Motion carried.

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

WHEREAS, the Department currently has a contract with the firm of Bellomo-McGee, Inc.

WHEREAS, it has been determined that additional services are necessary to produce the final documentation for the Woodrow Wilson Bridge Design Competition:

This work is identified as:

Termini: Woodrow Wilson Bridge
From: Telegraph Road
To: Indian Head Highway

Federal Project: 0095-100-104, PE103

WHEREAS, after careful review of the additional services required, a firm proposal has been submitted and just compensation for additional services has been established and are outlined in this Supplement Agreement No. 6.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of Supplemental Agreement No. 6 and it shall become a part of the original agreement, which originally had a maximum compensation of \$1,200,000.

This Supplemental Agreement No. 6 is in the amount of \$24,638 for services and expenses. The total maximum compensation of the agreement including this and all prior supplements is now \$2,697,346.

Motion carried.

12/20/90

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

WHEREAS, a September 16, 1974, memorandum by Mr. J. E. Harwood, Chief Engineer, initiated general guidelines covering Department participation in the construction of bikeways; and

WHEREAS, the July 23, 1981, Department Policy Memorandum (DPM 4-33) titled "Control and Use of Right-of-Way and Adjacent Land - Bicycle Facilities" was prepared which has guided the Department in the development of bicycle facilities; and

WHEREAS, Section 33.1-223 of the Code of Virginia relating to the fund for access roads and bikeways to public recreational areas and historic sites was amended and re-enacted by the 1989 session of the General Assembly; and

WHEREAS, Section 15.1-16.2 of the Code of Virginia permits local jurisdictions to adopt ordinances to establish bicycle paths and regulate their use; and

WHEREAS, in 1981 State laws were amended which gave bicyclists basically the same rights and duties as motorists when operating on the highways; and

WHEREAS, increased public demand for bicycle facilities and changes in concepts as to how to best accommodate bicyclists has necessitated a re-evaluation of the Department's current policies and procedures;

NOW, THEREFORE, BE IT RESOLVED, that the guidelines contained in Mr. J. E. Harwood's September 16, 1974 memorandum and DPM 4-33 dated July 23, 1981 be and hereby are rescinded and the Commonwealth Transportation Board adopts the following policy relative to bicycle facilities:

I. GENERAL GUIDELINES FOR BICYCLE FACILITIES

- a. Local governments are encouraged to develop bicycle facilities on a local and regional basis in order to satisfy the demands within each geographic area.

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- b. The Department's participation in bicycle facilities is principally oriented toward facilities that may be constructed with a roadway improvement as part of the highway construction project.
- c. Bicycle facilities can include shared wide highway lanes, paved highway shoulders, bicycle lanes, bicycle paths, multipurpose paths, and other physical improvements to better accommodate bicyclists.
- d. Bicycle facilities may be constructed for access purposes when the conditions under Section V are met.

II. COMPREHENSIVE BICYCLE PLAN DEVELOPMENT

- a. The Department will participate in comprehensive bicycle facility planning in the urbanized areas of the State (population greater than 50,000) as part of the Continuous, Comprehensive, and Cooperative ("3C") transportation planning process.
- b. The Department may assist all other local governments and Planning District commissions in developing a comprehensive bicycle facility plan when requested. This may be either technical or financial assistance.

III. DEPARTMENT PARTICIPATION IN BICYCLE FACILITIES

- a. The Department will consider financially participating in the construction of a bicycle facility where all the following conditions are satisfied:
 - 1. The bicycle facility will not impair the safety of the bicyclist, motorist, or pedestrian, and is designed to meet current AASHTO guidelines and/or VDOT guidelines.
 - 2. The bicycle facility will be accessible to users and will form a segment located and designed pursuant to a comprehensive bicycle plan that has been adopted by the local jurisdiction or is part of the AASHTO approved Interstate Bicycle Route System.

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3. It is reasonably expected that the bicycle facility will have sufficient use in relation to cost to justify expenditure of public funds in its construction and maintenance, or the bicycle facility is a significant link in a comprehensive bicycle system that is needed for route continuity.
 4. The Department will initiate bicycle facility construction only at the request of the affected local government, with the exception of the AASHTO approved Interstate Bicycle Route System. Local government is defined as follows:
 1. Primary System Projects
 - a. County Boards of Supervisors
 - b. City/Town Councils
 2. Secondary System Projects
 - a. County Boards of Supervisors
 3. Urban System Projects
 - a. City/Town Councils
 5. Bicycle facility design plans must be coordinated with the affected local government and approved by the Department prior to any official implementation by the Department.
 6. The bicycle facility is constructed concurrently with a highway construction project with the exception of the conditions in Sections V and VI.
- b. All proposed highway projects involving major construction or redevelopment along the AASHTO approved Interstate Bicycle Route System should provide the necessary design features to facilitate bike travel along those routes.
 - c. The Department may elect not to participate in the construction of a bicycle facility even if all the conditions in IIIa and IIIb are met.

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IV. FINANCIAL PARTICIPATION

- a. For a Department approved bicycle facility project that is constructed concurrently with a highway project, the Department may financially participate as follows:
 1. Primary System - in all jurisdictions, except towns under 3,500 population where the Department maintains the Primary System highways, all additional preliminary engineering, right-of-way, and 1/2 of the construction costs for the bicycle facility may be borne by the Primary System highway construction funds allocated for the Construction District. For the following exceptions, the additional costs may be borne totally by the Primary System funds allocated:
 - o Towns under 3,500 population.
 - o Relocated Existing Bicycle Facilities
 - o Paved Shoulders and Shared Roadways where provisions for such are necessary to provide for proper motor vehicle traffic service
 - o AASHTO Approved Interstate Bicycle Route System (Item IV a.4)
 2. Secondary System - In counties and towns where the Department maintains the Secondary System highway, all additional preliminary engineering, right-of-way, and 1/2 of the construction costs for the bicycle facility may be borne by the Secondary System highway construction funds allocated for the county. For the following exceptions, the additional costs may be borne totally by the Secondary System funds allocated:
 - o Relocated Existing Bicycle Facilities
 - o Paved Shoulders and Shared Roadways for highways functionally classified as Arterials or Collectors where provisions for such are necessary to provide for proper motor vehicle traffic service
 - o AASHTO Approved Interstate Bicycle Route System (Item IV a.4)

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3. Urban System - In all cities and towns that maintain their own highways, the cost for additional preliminary engineering, right-of-way, and construction of bicycle facilities may be borne by the Urban System construction funds allocated to the locality with the same local match required by law for construction of the highway project.
4. AASHTO Approved Interstate Bicycle Route System - For all bicycle projects located along the AASHTO approved Interstate Bicycle Route System on the Primary and Secondary Systems, the additional costs for preliminary engineering, right-of-way, and construction of the bicycle facility may be borne totally by the funds allocated by law for those systems. The additional costs for those Interstate Bicycle System projects on the Urban System may be borne by the urban funds allocated to the locality with the same local match required by law for construction of the highway project.

V. BICYCLE ACCESS FACILITIES

- a. The Department may participate in the development of bicycle access facilities to serve public recreational areas and historic sites based upon the current Recreational Access Fund Policy.

VI. EXISTING ROADS

In some instances, for route continuity, bicycle facilities may be routed over existing facilities which are not planned for expansion. In these cases, these facilities are an operational feature and usually result in the identification of a bike lane, restriction of parking, or some other physical modification to accommodate bicycle travel. It is necessary for the Transportation Planning Engineer to coordinate with the District Administrator, the District Traffic Engineer, and appropriate Divisions in the Central Office to assure agreement on the method of treatment for a bikeway over an existing

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route. All of the conditions of Sections III and IV need to be met except for III.a.6. Financial participation will be the same as in Section IV.

VII. MAJOR DEVELOPMENTS AND SITE PLANS

- a. When bicycle facilities are considered as a part of the total development of a tract of property where the road system will be maintained in the future by the Department and the local government requires bikeways in new developments, the following conditions must be satisfied:
 1. The bicycle element of the entire plan for the development must be reviewed and approved by the local government prior to final approval by the Transportation Planning Engineer. Appropriate review must be made, and communication regarding the resolution of bicycle facility systems must be carried on between the Resident Engineer, District Traffic Engineer, and the Transportation Planning Engineer.
 2. Along any roadways identified in the site plan, which will be maintained in the future by the Department, a bike trail may be incorporated into the development parallel to but off of the right-of-way dedicated for street purposes. The maintenance and the responsibility for operating the bike trail would fall on the owner which would be either the locality, the developer, or other entity with the responsibility of maintenance of the common land of the development and not the responsibility of this Department. The bike trail right-of-way will be exclusive of the road right-of-way; thus, future changes and/or modifications in the bike trail would not be the responsibility of this Department.
 3. Bikeways within the roadway right-of-way shall be designated to meet AASHTO guidelines and/or VDOT guidelines.

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- b. For major developments and site plans where the road system will not be maintained in the future by the Department, all bicycle facility connections to Department maintained facilities shall be subject to review and approval by the District Administrator.

VIII. MAINTENANCE

The Department will maintain approved bicycle facilities located within the right-of-way for roadways which are under its operational control, except for snow and ice removal. If the Department does not maintain the adjacent road then the bicycle facility must be maintained by others.

Motion carried.

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

WHEREAS, the bond documents for the Norfolk-Virginia Beach Toll Road require the Commonwealth Transportation Board to approve a preliminary and final budget annually for the Toll Road; and

WHEREAS, on September 20, 1990, the Commonwealth Transportation Board approved the preliminary budget in the amount of \$3,359,332; and

WHEREAS, on November 15, 1990, the Commonwealth Transportation Board's Budget and Finance Committee reviewed the final budget and unanimously recommends approval to the full Board;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the final Norfolk-Virginia Beach Toll Road Operations and Maintenance Budget in the amount of \$3,359,332; and

BE IT FURTHER RESOLVED, that in accordance with recommendations from the consulting engineers that \$2.2 million be deposited into the reserve maintenance fund and \$5.5 million be deposited into the improvement fund for 1991.

Motion carried.

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

WHEREAS, Section 33.1-221.1:1 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, the Shenandoah County Board of Supervisors has, by resolution, requested \$175,000.00, in Industrial Access Railroad Track Funds to serve the Agmark Intermodal Systems, Inc.; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221.1:1 and is in accordance with the provisions of the Commonwealth Transportation Board's policy on the use of Industrial Access Railroad Track Funds; and

WHEREAS, in accordance with the funding formula established by said policy, funding may be allocated on this project.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$70,875.00 of the Industrial Access Railroad Track funds be provided to construct new track to serve the Agmark Intermodal Systems, Inc., located in Shenandoah County, contingent upon:

1. All necessary right of way and utility adjustments being provided at no cost to the Commonwealth.
2. All costs above \$70,875.00, which is allocated herein as the industrial rail access grant, being borne by the Agmark Intermodal Systems, Inc.
3. Execution of an agreement acceptable to the Department.

Motion carried.

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

WHEREAS, Section 33.1-221.1:1 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

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WHEREAS, the Petersburg City Council has, by resolution, requested \$152,000.00, in Industrial Access Railroad Track Funds to serve the Inland Container Corporation; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221.1:1 and is in accordance with the provisions of the Commonwealth Transportation Board's policy on the use of Industrial Access Railroad Track Funds; and

WHEREAS, in accordance with the funding formula established by said policy, funding may be allocated to this project.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$70,875.00 of the Industrial Access Railroad Track funds be provided to construct new track to serve the Inland Container Corporation, located in Petersburg City, contingent upon:

1. All necessary right of way and utility adjustments being provided at no cost to the Commonwealth.
2. All costs above \$70,875.00, which is allocated herein as the industrial rail access grant, being borne by the Inland Container Corporation.
3. Execution of an agreement acceptable to the Department.

Motion carried.

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

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

WHEREAS, Frederick County and the City of Winchester have, by resolution, requested consideration for funding certain improvement and safety projects for the Winchester and Western Railroad Company; and

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WHEREAS, the repair of the three grade crossings is considered a safety project because the failure to improve the crossings may result in an accident which would create a hazard and may result in the loss of rail service for an extended time; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Board believing that this project is for the common good of a region of the Commonwealth hereby approves that \$28,000.00 of the Industrial Access Railroad Track funds be provided to implement the project, located in Frederick County, contingent upon:

1. Execution of an agreement acceptable to the Department.
2. All costs above \$28,000.00 or above 70 percent of the total project costs, whichever is less, being borne by the Winchester and Western Railroad Company.

Motion carried.

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

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

WHEREAS, Accomack and Northampton Counties have, by resolution, requested consideration for funding certain improvement and safety projects for the Eastern Shore Railroad Company; and

WHEREAS, the construction of weighing scales and track rehabilitation would provide the railroad an opportunity to continue to handle cars in need of being weighed and allow the railroad to increase productivity and efficiency; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Board believing that this project is for the common good of a region of the Commonwealth hereby approves that \$110,000.00 of the Industrial Access Railroad Track funds be provided to implement the project, located in Accomack and Northampton Counties, contingent upon:

1. Execution of an agreement acceptable to the Department.
2. All costs above \$110,000.00 or above 70 percent of the total project cost, whichever is less, being borne by the Eastern Shore Railroad Company.

Motion carried.

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

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

WHEREAS, Frederick County and the City of Winchester have, by resolution, requested consideration for funding certain improvements for the Winchester and Western Railroad Company; and

WHEREAS, the track rehabilitation will allow the railroad to increase productivity and efficiency; and

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

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

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NOW, THEREFORE, BE IT RESOLVED, that the Board believing that this project is for the common good of a region of the Commonwealth hereby approves that \$76,001.00 of the Industrial Access Railroad Track funds be provided to implement the project, located in Frederick County, contingent upon:

1. Execution of an agreement acceptable to the Department.
2. All costs above \$76,001.00 or above 70 percent of the total project costs, whichever is less, being borne by the Winchester and Western Railroad Company.

Motion carried.

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

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

WHEREAS, Buckingham County has, by resolution, requested consideration for funding certain improvement and safety projects for the Buckingham Branch Railroad Company; and

WHEREAS, the general rehabilitation of portions of the track will allow the railroad to increase productivity and efficiency; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Board believing that this project is for the common good of a region of the Commonwealth hereby approves that \$75,999.00 of the Industrial Access Railroad Track funds be provided to implement the project, located in Buckingham County, contingent upon:

1. Execution of an agreement acceptable to the Department.

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2. All costs above \$75,999.00 or above 70 percent of the total project cost, whichever is less, being borne by the Buckingham Branch Railroad Company.

Motion carried.

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

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

WHEREAS, the City of Chesapeake has, by resolution, requested consideration for funding certain improvement and safety projects for the Chesapeake and Albemarle Railroad Company; and

WHEREAS, the upgrading of the drawbridge over the C & A Canal will allow for the continued operation of the railroad. The bridge provides the only access to interchange with other railroads and provides service; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Board believing that this project is for the common good of a region of the Commonwealth hereby approves that \$70,000.00 of the Industrial Access Railroad Track funds be provided to improve the crossings, located in the City of Chesapeake, contingent upon:

1. Execution of an agreement acceptable to the Department.
2. All costs above \$70,000.00 or above 70 percent of the total project cost, whichever is less, being borne by the Chesapeake and Albemarle Railroad Company.

Motion carried.

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

WHEREAS, the Western Freeway has been a high priority for a number of years and is an essential part of the Regional Transportation Plans, and;

WHEREAS, the City of Portsmouth has expressed concerns over the source of funding for the Western Freeway but will approve all elements of the Western Freeway if certain conditions are met, and;

WHEREAS, the City of Portsmouth has expressed concern with the impacts the Western Freeway will have on the Port Norfolk community until the Port Norfolk Connector is completed, and;

WHEREAS, the City of Portsmouth believes that the Port Norfolk Connector should be financed with other than urban construction funds, and;

WHEREAS, this Board concurs with the aforementioned concerns of the City of Portsmouth and has agreed to examine all alternative funding sources for the Port Norfolk Connector in order to implement the project as expeditiously as possible;

NOW THEREFORE, BE IT RESOLVED, that this Board directs the Department to expedite the project development work for the Port Norfolk Connector, and;

BE IT FURTHER RESOLVED, that this Board, in cooperation with the City of Portsmouth, will undertake to identify and obtain funds from all available alternative funding sources for the Port Norfolk Connector to include toll financing or any other sources of funding, or combinations thereof, other than urban allocations with the intent that the project be advertised for construction as soon as possible, and preferably no later than the Spring of 1995, and;

BE IT FURTHER RESOLVED, that the Department will undertake the construction of temporary traffic improvements in the Port Norfolk Community, to be funded from Portsmouth's urban allocations without a local match requirement. If possible, the costs of these improvements will be included as part of the cost and future funding of the Port Norfolk Connector. The specific improvements to be provided are:

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1. Install a traffic signal at the intersection of Mount Vernon Avenue and Bayview Boulevard, and widen Bayview Boulevard to provide a right turn lane onto southbound Mount Vernon Avenue.
2. Install a traffic signal at the intersection of Wesley Street and Chautauqua Avenue and improve the radius of the northeast corner so as to better accommodate right turns onto northbound Chautauqua Avenue.
3. Construct an extension of Virginia Avenue beginning at its intersection with Woodrow Street and running northeast along the abandoned railroad right-of-way to the intersection of Lee Avenue and Cleveland Street.

BE IT FURTHER RESOLVED, that the Department will not open the Western Freeway between the west corporate limits and Towne Point Road to traffic until the above noted temporary improvements have been completed, and;

BE IT FURTHER RESOLVED, that the construction of the Western Freeway project segments between the Portsmouth western city limits and Towne Point Road and between Towne Point Road and Cedar Lane will be financed from Portsmouth's urban allocations, but the local match requirements associated with these projects are hereby waived, and;

BE IT FURTHER RESOLVED, that a copy of this resolution be made available to the City of Portsmouth reflecting this Board's support for the project, its commitment to work with the City and the General Assembly in implementing the project, and its willingness to undertake a good faith effort to identify a specific source of funds for the construction of the Port Norfolk Connector.

Motion carried.

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Meeting adjourned at 10:50 a.m.

The next regular meeting will be held in
Richmond, Virginia on January 17, 1991.

Approved:


Chairman

Attested:


Secretary