

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

**Sheraton Inn Conference Center, Fredericksburg, Virginia
December 19, 1991
10:00 a.m.**

1. Public Comment
2. Action on Minutes of Meeting of November 21, 1991
3. Action on Permits Issued and Canceled from November 1, 1991 through November 30, 1991
4. Action on Additions, Abandonments or Other Changes in the Secondary System from October 18, 1991 to November 15, 1991
5. Action on City Street Mileage
6. Action on Bids Received November 26 and December 4, 1991
7. Consultant Agreement: Route I-95 - Prince George County
Proj. 0095-074-004, PE102
Supplemental Agreement # 1 for revision
in scope of services
Austin Brockenbrough and Associates
- Consultant Agreement: Route 17 - Gloucester and York Counties
Proj. 6017-036-115, PE102, B604
Fed. Proj. DE-0077(801)
Supplemental Agreement # 1 for revision
in scope of services
Parsons Brinckerhoff Quade and Douglas,
Inc.
- Consultant Agreement: Route 58 - Henry County
Proj. 6058-044-E15, PE101
Supplemental Agreement # 2 for revision
in scope of services
Mattern and Craig, P.C.
- Consultant Agreement: Route 234 - Prince William County
Proj. 6234-076-112, PE100
Supplemental Agreement # 6 for revision
in scope of services
Sverdrup Corporation

Consultant Agreement: Route R000 (East Roanoke Circumferential)
Proj. R000-080-101,PE100
Supplemental Agreement # 3 for revision
in scope of services
Harland Bartholomew & Associates, Inc.

8. Location: Route 29 Corridor Study - City of Lynchburg and Amherst
and Campbell Counties
Proj. 6029-118-107,PE100
6029-005-122,PE100
Fed. Proj. F-037-1()
Fr: Routes 460 and 502 South of Lynchburg
To: Just South of the Town of Amherst

Location: Route 31 - James City and Surry Counties
James River Crossing
Proj. 0031-965-101,PE100

9. Location & Design: Route 522 - Clarke and Frederick Counties
Proj. 0522-021-103,C501
0522-034-110,C501
0522-034-114,C501
0522-034-111,C501
Fed. Proj. F-067-1()
Fr: 0.27 Mi. S. of Frederick County/Clarke County
Line (Double Tollgate)
To: 0.02 Mi. S. Int. Route 50/17

Location & Design: Route 734 - Loudoun County (Snickersville Turnpike)
Proj. 0734-053-159,C501
(Bridge Replacement and Approaches)
Fr: 0.47 Mi. S.E. Int. Route 748
To: 0.27 Mi. S.E. Int. Route 748

10. Conveyances: Route 60 - Buckingham County
Route 619 - Bedford County

11. Recreational Access: Town of Strasburg/Shenandoah County
Proj. 1249-085-244,M501
Strasburg Community Park

Recreational Access: Henrico County
Proj. 9999-043-171,M501
Springfield Road Park

12. Through Truck Restriction: Chesterfield County
Routes 653 and 604
Courthouse Road

Chesterfield County
Routes 701 and 1913
13. Review of Hauling Permit Manual Amendments
14. Rail Corridor Program: HB 30 Funds

Buckingham Branch Railroad Company - Railroad Bridge Repair
Commonwealth Railroad, Inc. - Railroad Rehabilitation
Eastern Shore Railroad, Inc. - Locomotive Purchases
Winchester and Western Railroad Company - Bridge Repair and
Track Rehabilitation
15. Final 1992 Norfolk-Virginia Beach Toll Road Budget
16. Action on Revised Resolution for FY 92 Maintenance Payments
to Cities

Action on Revised Resolution for FY 92 Maintenance Payments
to Arlington and Henrico Counties
17. New Business
18. Adjourn

MINUTES
OF
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

Fredericksburg, Virginia
December 19, 1991
10:00 a.m.

The monthly meeting of the Commonwealth Transportation Board was held in the Fredericksburg Sheraton Conference Center, Fredericksburg, Virginia, on December 19, 1991 at 10:00 a.m. The Chairman, Mr. John G. Milliken, presided.

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

During the Public Comment period, Mr. L. Eldon James, Jr., King George County Administrator and Mr. Woodrow W. Saft, a member of the Board of Supervisors, spoke briefly expressing concern over proposed four-laning of Route 3 in the Courthouse area.

On motion of Mr. Smalley, seconded by Mr. Bacon, the minutes of the meeting of November 21, 1991, were approved.

Moved by Mr. Smalley, seconded by Mr. Bacon, that the Board approve permits issued and canceled from November 1, 1991 through November 30, 1991, inclusive, as shown by the records of the Department.

Motion carried.

On motion of Mr. Smalley, seconded by Mr. Bacon, additions and abandonments to the Secondary System from October 18, 1991 to November 15, 1991, inclusive, as shown by the records of the Department, were approved.

12/19/91

Moved by Mr. Smalley, seconded by Mr. Bacon, 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 Warrenton are eligible for such payment; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the Town of Warrenton, for maintenance payments on Principal/Minor Arterial Roads and/or Collector Roads and/or Local Streets meeting the required criteria; and

WHEREAS, the street inventory contains a duplication of Principal Arterial centerline mileage of 0.56 mile;

NOW, THEREFORE, BE IT RESOLVED, that the road/street mileage eligible for quarterly payments to the Town of Warrenton for Principal Arterial Roads be decreased by 0.56 centerline mile as described on tabulation sheet numbered 1 of 1 for the Town of Warrenton dated October 28, 1991.

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

The Principal Arterial Road deletion totaling 0.56 mile decreases the total mileage to 4.53 centerline miles of approved roads subject to maintenance payments effective for payment beginning July 1, 1991.

Motion carried.

Moved by Mr. Waldman, seconded by Mr. Hoffler, that the Board approve the bids received November 26, 1991, and listed for award on the attached sheets numbered 2A through 2O 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 DIS CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION	RECOMMEND.	CONTRACTOR	NO. OF BIDS	LOW BID
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INTERSTATE PROJECTS

1	255-91A 910255A0	0195-127-105,MS01 IR-195-6(1991)	195	Cazy St. Interchange Area City of Richmond Grade, Drain, Asphalt Conc. Pave., Signs & Lighting	AWARD	CENTRAL CONTRACTING CO., INC. FARMVILLE, VA	5	\$740,028.60
2	1992 91F99258	0395-029-2151,SR01	395	SBL & HOV Rte. 395 over NBL Rte. 495 Fairfax County Br. Superstr. Reprts.	AWARD	PIONEER CONTR. CO., INC. CROWNSVILLE, MD	3	\$119,350.00
3	39-91A 910039A3	0664-121-102,CS13 I-664-7(54)06	664	Rte. 664 over Hampton Rds. City of Newport News Electrical/Mechanical Operations Bldg. N. Island	REJECT	S. B. BALLARD CONSTRUCTION CO. NORFOLK, VA	4	\$419,000.00
4	1990 91F99030	0081-095-1135,SR01	81	Rte. 11 over I-81 2.18 Mi. W. Smyth CL Washington County Br. Deck Overlay, Superstr. & Substr. Reprts.	REJECT	OVERLAY, INC. MITCHELLSBURG, KY	4	\$159,288.84

JOB DES CONTRACT	PROJECT NUMBER	RTD NO.	LOCATION & ROAD TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
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PRIMARY PROJECTS

1	84-91C 910084C3	0040-019-103,M501, B602	40	From: 2.176 MI. E. of ECL Charlotte CH To: 2.061 MI. E. of ECL Charlotte CH Charlotte County Grade, Asphalt Conc. Pave. & Br. Wid.	AWARD	WATTS CONTRACTORS, INC. FARMVILLE, VA	3	\$341,486.00
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2	205-91A 910205A1	7480-006-101,C501, B601,B602,B603,B605 P-038-1(116)		From: 1.225 MI. W. Rte. 24 To: 2.278 MI. E. Rte. 24 Appomattox County Grade, Drainage, P.P.C.C. Pave., Incide., Utilities, Signals, Demo. of Bldgs. & Bns. (4)	AWARD	ENGLISH CONSTR. CO., INC. ALTAVISTA, VA	7	\$14,547,522.15
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3	212-91A 910212A2	0033-043-108,C503, D606,D610 P-054-2(112)	33	From: 0.199 MI. N. Int. Rte. 356 To: 0.131 MI. S. Int. Parkway Rd. Henrics County Grade, Drain, Asphalt Conc. Pave., Incide., Retaining Walls, Utilities, Signals & Drain. Str.	AWARD	BLAKEMORE CONSTR. CORP. & SUB. RICHMOND, VA	9	\$3,260,521.61
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JOB DESIGNATION	PROJECT NUMBER	SITE NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
PRIMARY PROJECTS							
4	Z09-91A 910220A2	360	Front: 2.794 Mi. E. Rte. 202 (Lottsburg) To: 0.863 Mi. W. Rte. 201 (Heathville) Northumberland County Grade, Drain, Asphalt Conc. Pavc., Wetland Mitigation & Bx. (2)	AWARD	KEY CONSTR. CO., INC. CLARKSVILLE, VA	4	\$4,257,677.46
5	239-91A 910239A1	52	Rte. 52 over Laurel Fork at Rocky Gap Blaine County Replace Superstr. & Rept. Substr.	AWARD	FORT CHESWELL CONSTR. CORP. MAX MEADOWS, VA	6	\$127,663.54
6	244-91A 910244A4	10	From: 2.392 Mi. S. Rte. 150 To: 1.32 Mi. N. Rte. 145 Charterfield County Grade, Drain, Asphalt Conc. Pavc., Landscaping, Signals, Utilities & Drainage Str.	AWARD	POMALCO CORPORATION RICHMOND, VA	10	\$2,238,546.53
7	245-91A 910245A3	150	Newberry Towne (Near Rte. 647) 1.7 Mi. W. of Rte. 10 Charterfield County Noise Abatement (Present Conc. Sound Barrier Wall Absorptive)	AWARD	J T E CONSTRUCTORS, INC. LORTON, VA	8	\$257,848.41

BIDS RECEIVED NUMBER 26, 1991

JOB OR CONTRACT NO.	PROJECT NUMBER	DATE	LOCATION	RECOMMENDATION	CONTRACTOR	NO. OF BIDS	LOW BID
PRIMARY PROJECTS							
8	246-91A 910246A2 0055-030-102,SR01	55	Rte. 55 over Balthaz Run - 1.1 Mi. W. Rte. 17 Fauquier County Superair, Replacement & Approaches	AWARD	ECKOLS BROTHERS, INC. STAUNTON, VA	11	\$159,977.00
9	1847 91F94774 0130-005-1015,SR02; 0130-005-1016,SR02; 0130-005-1031,SR02	130	Rte. 130 over Harris Cr. (3.08 Mi. W. Int. Rte. 29); Rte. 130 over Graham Cr. (3.18 Mi. W. Int. Rte. 29); Rte. 130 over Southern Hwy. 1.88 Mi. W. Int. Rte. 29) Amberst County Br. Reprn. & Lantz Overlays	AWARD	W. H. F. BURLEIGH, INC. CONCORD, VA	7	\$206,368.25
10	1915 91F94557 BR-9M-91	31	Jamestown - Scotland Ferry Docks Surry County Replace 14 Timber Pile Dolphins at Jamestown - Scotland Ferry System	AWARD	WATERFRONT MARINE CONSTRUCTION, INC VA. BEACH, VA	6	\$197,970.00

JOB DES CONTRACT	PROJECT NUMBER	DATE	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID		
		NO.	STATE						
		NO.	TYPE						
		NO.	TYPE						
PRIMARY PROJECTS									
11	1986	91P96656	0015-073-1034.SR01	NBL 15	NBL Rte. 15 over Buffalo Cr. (2.9 MI. N. of S. Int. Rte. 15 Bus.) Prince Edward County Br. Structural Steel Repr.	AWARD	W. H. P. BURLEIGH, INC. CONCORD, VA	6	\$10,853.00
12	1991	91P991S9	PM-5B-91	Var.	Various Locations Suffolk District Replacement of Recessed & Snowplowable Raised Pavc. Markers	AWARD	J. P. MONTROYA & SONS, INC. WINDSOR, VA	5	\$256,000.95
13	1997	91F997S3	0360-041-10M3.SR02; 0501-041-1036.SR01	60 WBL & 501 NBL	Rte. 360 WBL over Difficult Cr. (1.92 Mi. E. Int. Rte. 344); Rte. 501 NBL over Trestle Cr. (0.08 Mi. S. SCL Halifax) Halifax County Br. Reprn. & Latex Overlays	AWARD	LANFORD BROTHERS CO., INC. ROANOKE, VA	7	\$116,973.32
14	1998	91F998S2	0042-010-1070.SR01; 0077-010-2026.SR01	42 & 77	Rte. 42 over I-77 at Bleed Ramp D over Clear Fork Cr. at Rocky Gap Bland County Reprn. to Br. Superstr. & Substr.	AWARD	CLECO CORPORATION & SUB. ROSEDALE, VA	6	\$162,907.00

JOB	DES CONTRACT	PROJECT NUMBER	ITE NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
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15	1999	91P99951	0023-084-1114,SR01; 0023-084-1115,SR01; 0619-084-6538,SR01	23 & 619	Various Locations Scott County Br. Deck Overlay, Superstr. & Substr. Repr.	AWARD CLECO CORPORATION & SUB. ROSEDALE, VA	6	\$368,997.82
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PRIMARY PROJECTS

16	2000	91G00056	0023-097-1013,SR01; 0023-097-1016,SR01; 0023-097-1100,SR01	23	Rte. 23 over Interstate RR, Rte. 23 over Powell Rv.; Rte. 23 over Interstate RR & Roaring Fork Cr. Wise County Br. Deck Overlay, Superstr. & Substr. Repr. Spot Paint Structures	AWARD CLECO CORPORATION & SUB. ROSEDALE, VA	5	\$444,894.00
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1	256-41A	91025649	U000-153-103,CS01	Ver.	Various Locations Town of Vienna Computerized Traffic Signal System	AWARD DYNALECTRIC CO. WASHINGTON, D.C.	10	\$38,141.00
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URBAN PROJECTS

NO.	DISTRICT	PROJECT NUMBER	RTT NO.	LOCATION & WORK TYPE	RECOMMENDATION	CONTRACTOR	NO. OF BIDS	LOW BID
SECONDARY PROJECTS								
1	206-91A	910206A0	0610-013-P86,N502	610 From: 2.0 Mi. E. Rte. 80 To: 3.0 Mi. E. Rte. 80 Buchanan County Grade, Drain & Asphalt Const. Pave.	AWARD	CLECO CORPORATION & SUB. ROSEDALE, VA	7	\$215,678.15
2	215-91A	910215A9	0610-055-206,M501, D630 BR-908-055(107)	610 From: 0.665 Mi. E. Rte. 138 To: 0.769 Mi. E. Rte. 138 Lunenburg County Grade, Drain Str., Asphalt S.T. Pave. & Wetland Mitigation	AWARD	KEY CONSTR. CO., INC. CLARKSVILLE, VA	4	\$183,370.72
3	240-91A	910240A8	0602-013-P59,N501	602 From: 1.6 Mi. W. Rte. 692 To: 2.34 Mi. W. Rte. 692 Buchanan County Grade, Drain & Asphalt S.T. Pave.	AWARD	CLECO CORPORATION & SUB. ROSEDALE, VA	12	\$112,858.87
4	241-91A	910241A7	0640-013-P85,N501	640 From: Int. Rte. 638 To: 0.3 Mi. N. Rte. 638 Buchanan County Grade, Drain & Asphalt Const. Pave.	AWARD	CLECO CORPORATION & SUB. ROSEDALE, VA	9	\$89,130.15

FOR DIS CONTRACT	PROJECT NUMBER	ROUTE NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
SECONDARY PROJECTS							
5	242-91A 910242A6	675	From: Rte. 651 To: 0.5 Mi. S. E. Rte. 651 Buchanan County Grade, Drain & Asphalt S.T. Pave.	AWARD	CLECO CORPORATION & SUB. ROSEDALE, VA	10	\$102,722.90
6	243-91A 910243A5	660	From: 0.238 Mi. N. W. Int. Rte. 890 To: 0.188 Mi. S. E. Int. Rte. 850 Campbell County Grade, Drain, Asphalt S.T. Pave. & Br.	AWARD	C. H. WHITE CONSTR. CO., INC. APPOMATTOX, VA	9	\$421,475.62
7	247-91A 910247A1	730	From: 1.15 Mi. W. of W. Int. Rte. 622 To: W. Int. Rte. 622 Greeneville County Grade, Drain, Asphalt Cons. Pave. & Util.	AWARD	BISHOP & SETTLE CONSTR. CO., INC. ALBERTA, VA	6	\$328,518.56
8	249-91A 910249A9	820	From: Int. Rte. 662 To: Int. Rte. 699 Loudoun County Grade, Drain & Asphalt S.T. Pave.	AWARD	GENERAL EXCAVATION, INC. LURAY, VA	9	\$460,637.05

JOB ID	CONTRACT	PROJECT NUMBER	ROUTE	LOCATION & MILETYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
9	250-91A	910250AS	1329	From: Exist. Rte. 1329 (Pinner St.) To: Rte. 58 Bus. (Coastance Rd.) City of Suffolk Grade, Drain, Asphalt Conc. Pave. & Signals	AWARD	THE BLAIR BROTHERS, INC. SUFFOLK, VA	7	\$263,643.58
10	252-91A	910252AS	640	From: Rte. 714 To: 0.5 Mi. S. Rte. 614 Scott County Grade, Drain & Asphalt S.T. Pave.	AWARD	GLASS MACHINERY & EXCAVATING, INC. JONESVILLE, VA	9	\$99,331.47
11	253-91A	910253A2	631	From: Rte. 700 To: Rte. 630 Washington County Grade, Drain & Asphalt S.T. Pave.	AWARD	W. P. LAWS, INC. BRISTOL, VA	8	\$135,200.46
12	254-91A	910254A1	608	From: Int. Rte. 621 To: Int. Rte. 100 Wythe County Grade, Drain & Asphalt S.T. Pave.	AWARD	STRICKLAND CONSTR., INC. FANCY GAP, VA	4	\$131,159.56

JOB NO.	CONTRACT NO.	PROJECT NUMBER	ITE NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
SECONDARY PROJECTS								
13	1970	91F970S4	0615-067-133,N502	615 From: 0.111 Mi. N. Int. 619 To: 0.136 Mi. S. Int. 619 Nettoway County Intersection Improvement	AWARD	KEY CONSTR. CO., INC. CLARKSVILLE, VA	8	\$73,768.90
14	1979	90F979S5	0646-070-P25,N501	646 From: N. Rte. 647 To: Rte. 645 Patrick County Aggr. With Prime & Double Seal S.T.	AWARD	STRICKLAND CONSTR., INC. FANCY GAP, VA	7	\$178,738.33
15	1981	91F981S1	0668-017-P69,N501; 0685-017-P71,N501	668 & 685 Rte. 668 - From: 0.7 Mi. N. Rte. 669 To: Rte. 221 Rte. 685 - From: 0.13 Mi. E. Rte. 702 To: 1.03 Mi. E. Rte. 702 Carroll County Aggr. with Prime & Double Seal S.T.	AWARD	STRICKLAND CONSTR., INC. FANCY GAP, VA	7	\$129,039.75
16	1983	91F983S9	0663-035-P52,N504, D821	663 From: Rte. 665 To: 1.6 Mi. W. Rte. 665 Giles County Aggr. Base with Prime & Double Seal Surf. - Box Culvert	AWARD	JOHN A. HALL & CO., INC. ROANOKE, VA	7	\$328,177.30

NO.	DESIGN CONTRACT NUMBER	PROJECT NUMBER	ROUTE NO.	LOCATION & WORK TYPE	RECOMMENDATION	CONTRACTOR	NO. OF BIDS	LOW BID
<u>SECONDARY PROJECTS</u>								
17	1988	91P98854	1000	From: Ric. 301 To: 0.49 Mi. E. Ric. 301 Hanover County Aggr. Base, Asphalt Base & Asphalt Top	AWARD	APAC-VIRGINIA, INC. RICHMOND, VA	5	\$86,073.75
18	1989	91P98853	728	From: Ric. 60 To: Dead End Cumberland County Grade, Drain, Aggr. Base Mat'l. & Asphalt S.T.	AWARD	CRUMP CONSTR. CO., INC. FARMVILLE, VA	8	\$67,985.55
<u>MISCELLANEOUS PROJECTS</u>								
1	259-91A	910259A6	Var.	Various Locations Wise County Asphalt Conc. Overlay & Build Shoulders	AWARD	W-L CONSTR. & PAVING, INC. CHILHOWIE, VA	2	\$63,647.99
2	1982	91P98250	Var.	Various Locations Russell County Br. Replacement	AWARD	KEN CONSTR. CO., INC. LEBANON, VA	6	\$79,602.00

YEAR	CONTRACT NO.	PROJECT NUMBER	RTE. NO.	LOCATION	WORK TYPE	RECOMMENDATION	CONTRACTOR	NO. OF BIDS	LOW BID
MISCELLANEOUS PROJECTS									
3	1984	91F98458	GR-6A-91	1	Various Locations Stafford County Guardrail Installation	AWARD	MAKCO, INC. CHARLOTTEVILLE, VA	3	\$33,389.60
4	1987	91F98753	GM-5C-91	Var.	Various Locations City of Suffolk & Inc of Wight Co. Guardrail Maintenance	AWARD	PENN LINE SERVICES, INC. SCOTSDALE, PA	4	\$180,000.00
5	1993	91F99357	JP-3J-91	58	3 Locations - 0.1 Mi. E. Int. Rte 62; 0.2 Mi. E. Int. Rte. 62; 0.7 Mi. E. Int. Rte. 62 Pittsylvania County Pipe Culvert Replacement by Jacked Method & Incids.	AWARD	DIXON CONTRACTING, INC. FINCASTLE, VA	6	\$55,775.00
6	1994	91F99456	SCG-A22-91	Var.	Various Locations Fairfax County Repr. & Replace Sidewalks, Curb & Outer & Entrances	AWARD	TAVARES CONCRETE CO., INC. LORTON, VA	9	\$33,750.70

FOR THIS CONTRACT	PROJECT NUMBER	RTE NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
MISCELLANEOUS PROJECTS							
7	1995 91F995S5	SCG-A12-91	Various Locations Fairfax County Repr. & Replace Sidewalks, Curb & Gutters & Entrances	AWARD	FORT MYER CONSTR. CORP. WASHINGTON, D.C.	8	\$224,215.90
8	1996 91F996S4	SCG-A91-91	Various Locations Arlington County Repr. & Replace Sidewalks, Curb & Outer & Entrances	AWARD	C & P CONSTRUCTION CO., INC. WASHINGTON, D.C.	8	\$399,002.00
9	258-91A 91025MA7	CST-91B.536	Various Locations Wise County Asphalt Cons. Overlay & Build Shoulders	REJECT	W-L CONSTR. & PAVING, INC. CHILHOWIE, VA	1	\$411,399.02

JOB ORDER NUMBER	PROJECT NUMBER	FTT	LOCATION	CONTRACTOR	NO. OF BIDS	LOW BID
263-91A	92C2A1A6	Var.	SALEM DISTRICT	WHITEHURST PAVING COMPANY, INC.	4	\$930,757.97
263-91A	92C2A2A5	Var.	SALEM DISTRICT	ADAMS CONSTR. COMPANY	3	\$562,323.05
265-91A	92C4A1A4	Var.	RICHMOND DISTRICT	B. P. SHORT & SON PAVING CO., INC.	3	\$1,259,643.76
265-91A	92C4A2A3	Var.	RICHMOND DISTRICT	WHITEHURST PAVING COMPANY, INC.	2	\$659,669.19

BIDS RECEIVED DECEMBER 4, 1991

SURFACE TREATMENT

SALEM DISTRICT

JOB ORDER NUMBER	PROJECT NUMBER	FTT	LOCATION	CONTRACTOR	NO. OF BIDS	LOW BID
1	263-91A 92C2A1A6	Var.	Various Locations Surface Treatment	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA	4	\$930,757.97
2	263-91A 92C2A2A5	Var.	Various Locations Surface Treatment	ADAMS CONSTR. COMPANY ROANOKE, VA	3	\$562,323.05

SURFACE TREATMENT

RICHMOND DISTRICT

JOB ORDER NUMBER	PROJECT NUMBER	FTT	LOCATION	CONTRACTOR	NO. OF BIDS	LOW BID
3	265-91A 92C4A1A4	Var.	Various Locations Surface Treatment	B. P. SHORT & SON PAVING CO., INC. PETERSBURG, VA	3	\$1,259,643.76
4	265-91A 92C4A2A3	Var.	Various Locations Surface Treatment	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA	2	\$659,669.19

JOB, DIST. CODE	PROJECT NUMBER	RTTY NO.	LOCATION	RECOMMEND.	CONTRACTOR	NO. OR BIDS	LOW BID
			WORK TYPE				

BIDS RECEIVED DECEMBER 4, 1991

SURFACE TREATMENT							
<u>FREDERICKSBURG DISTRICT</u>							
5	267-91A 92C8A1A2	ALT.1(C-61-92 & C-62-92)	Var.	Various Locations Fredericksburg District Surface Treatment	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA	3 \$640,885.73

6	267-91A 92C8A2A1	ALT.2(C-63-92 & C-64-92)	Var.	Various Locations Fredericksburg District Surface Treatment	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA	2 \$871,678.56
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SURFACE TREATMENT							
<u>STAUNTON DISTRICT</u>							
7	269-91A 92C8A1A0	ALT.1(C-81-92 & C-82-92)	Var.	Various Locations Staunton District Surface Treatment	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA	4 \$581,905.96
8	269-91A 92C8A2A9	ALT.2(C-83-92,C-84-92 & C-85-92)	Var.	Various Locations Staunton District Surface Treatment	AWARD	ADAMS CONSTR. COMPANY ROANOKE, VA	3 \$591,787.50

12/19/91

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Austin Brockenbrough and Associates, and due to the discovery of a significant archaeological site within the limits of this project it has become necessary to relocate the proposed wastewater treatment plant to avoid interference with this site:

Project 0095-074-004, PE102

WHEREAS, after careful review of the services required, a firm proposal has been received and just compensation for these services has been established and are outlined in this Supplemental Agreement No. 1.

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 \$384,699.00.

This Supplemental Agreement No. 1 is in the amount of \$20,201.00 for services and expenses plus a net fee of \$2,442.00 making the total for this supplement \$22,643.00. The total maximum compensation of the agreement including this supplement is now \$407,342.00.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement for Phase I of a multiphase professional services contract with the firm of Parsons Brinckerhoff Quade and Douglas, Inc., for engineering services on projects:

George P. Coleman Bridge and Approach Roadway Widening

6017-036-115, PE102, B604
6017-036-115, PE103, RW203, C503
6017-036-115, PE104, C504
6017-099-114, PE102, RW202, C502
0017-027-1946, ACT. 462

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WHEREAS, upon satisfactory completion of Phase I services, the scope of additional services to be performed in Phases II and III was determined and a fair, reasonable and firm proposal has been received and just compensation for these additional services has been established and is outlined in this Supplemental Agreement No. 1.

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 \$2,328,763.11.

This Supplemental Agreement No. 1 is in the amount of \$5,878,186.00 for services and expenses plus a net fee of \$452,870.00 making the total for this supplement \$6,331,056.00. The total maximum compensation of the agreement including this and all prior supplements is now \$8,659,819.11.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Mattern and Craig Consulting Engineers, for project 6058-044-E15, PE-101 in Henry County and it has been determined that a change in the scope of services is necessary because a Phase II Archaeological Resources survey for Spencer Site No. 1 DHR Archaeological Site No. 44 HR 137 needs to be performed to provide sufficient data to evaluate the cultural and historic significance of all archaeological findings on the site; 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. 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 and previous supplement when executed which currently have a maximum compensation of \$872,965.31.

This Supplemental Agreement No. 2 is in the amount of \$12,149.30 for services and expenses plus a net fee of \$309.13 making the total for this

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supplement \$12,458.43. The total maximum compensation of the agreements including this supplement is now \$885,423.74.

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, for project 6234-076-112, PE100 and it has been determined that a change in the scope of services is necessary to redesign the Route 28 (Nokesville Road) Interchange in accordance with the Commonwealth Transportation Board's June 20, 1991 approval of the Design Public Hearing with modifications. This redesign will accommodate the proposed traffic to be generated by the development of Broadview Centre.

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. 6;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of this Supplemental Agreement and when executed it shall become a part of the original agreement, which currently has a maximum compensation of \$5,593,317.00.

This Supplemental Agreement No. 6 is in the amount of \$279,470.00 for services and expenses plus a net fee of \$21,079.00 making the total for this supplement \$300,549.00. The total maximum compensation of the agreement including this and all prior supplements is now \$5,893,866.00.

Motion carried.

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Harland Bartholomew and Associates, Inc., and it has been determined that a change in the scope of services is necessary to provide air quality analysis using Mobile

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4.0 as requested by the Department and the Federal Highway Administration, for Project R000-080-101, PE-100.

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and is outlined in this Supplemental Agreement No. 3; and

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$2,510,157.00.

This Supplemental Agreement No. 3 is in the amount of \$2,750.00 for services and expenses plus a net fee of \$252.00 making the total for this supplement \$3,002.00. The total maximum compensation of the agreement including this and all prior supplements is now \$2,513,159.00.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Public Hearing was held in the Monelison Junior High School, Madison Heights, Virginia, on July 25, 1990, at 7:00 p.m. for the purpose of considering the proposed location of Route 29 from Routes 460 and 501 south of Lynchburg to just south of the Town of Amherst in the City of Lynchburg, Amherst and Campbell Counties, for State Projects 6029-118-107, PE-100; 6029-005-122, PE-100; and Federal Project F-037-1(); 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 projects as presented, and their statements being duly recorded; and

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

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NOW, THEREFORE, BE IT RESOLVED, that the location corridor designation of the Route 210 Connector to Business Route 29 of this project approved by the Commonwealth Transportation Board on January 17, 1991, be rescinded; and

BE IT FURTHER RESOLVED, that the Route 210 Connector as presented at the Public Hearing and contained in the Draft Environmental Impact Statement be approved terminating the Route 210 Connector at Route 29; and

BE IT FURTHER RESOLVED, that connections to local roads will require a Location and Design Public Hearing when the design public hearing phase of these projects is held.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Public Hearing was held on July 18, 1989, at the Rawls Byrd Elementary School and on July 24, 1989, at the Surry County Government Center at 7:00 p.m. for the purpose of considering the proposed location of Route 31 (James River Crossing Study) from Route 10 to Route 5 in Charles City, James City and Surry Counties, State Project 0031-965-101, PE-101; 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; and

WHEREAS, the location corridor of this project as approved by the Commonwealth Transportation Board on May 17, 1990, required, (1) that alternatives be studied to improve the capacity of the ferry system and report its findings to the Board, (2) that alternative toll structures be examined to recover a

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higher portion of the costs over a three year period exploring participation from the private sector and local government contributions; (3) that the Department initiate discussions with property owners and counties to identify an alternative of modification to Alternative B that could be adopted and preserved for future use in construction of a bridge, and (4) that upon request of the Board of Supervisors of James City or Surry Counties that the Board would reconsider the construction of a bridge; and

WHEREAS, on November 1, 1990, the Board of Supervisors of Surry County by resolution requested the Commonwealth Transportation Board to reconsider its position endorsing the construction of a bridge;

NOW, THEREFORE, BE IT RESOLVED, that the Board reaffirms the decision that the existing ferry service hours of operation be expanded to provide 24 hours service; and

BE IT FURTHER RESOLVED, that when funds become available that one new 70-car ferry be purchased and that the existing ferries be upgraded from 55-car ferries to 70-car ferries; and

BE IT FURTHER RESOLVED, that the existing toll structure be revised to increase the toll structures to \$.50 for commuters, \$4.00 for non-commuters, \$8.00 for three axle, single unit trucks, and \$11.00 for tractor-trailer combinations; and

BE IT FURTHER RESOLVED, that no further action be taken regarding an alternative for a future bridge crossing.

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 Armel Elementary School, Frederick County, on September 17, 1991, at 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 522 from 0.27 mile south of the Frederick County/Clarke County Line (Double Tollgate) to 0.02

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mile south of the intersection of Route 50/17 in Clarke and Frederick Counties, on State Projects 0522-021-103, C-501; 0522-034-110, C-501; 0522-034-114, C-501; 0522-034-111, C-501; and Federal Project F-067-1(); 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 projects as presented, and their statements being duly recorded; and

WHEREAS, the economic, social, and environmental effects of the proposed projects 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 these projects 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 modification to the typical section for State Project 0522-034-111, PE-101, C-501 to provide a four-lane flush median; and

BE IT FURTHER RESOLVED, that in the final design phase of Projects 0522-021-103, PE-101, C-501 and 0522-034-110, PE-101, C-501 that entrance grades and mainline grades be reviewed and where possible revised to lessen impacts.

Motion carried.

Moved by Mr. Waldman, 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 Arcola Elementary School, Loudoun County, on May 3, 1990, at 7:30 p.m. for the purpose of considering the proposed location and major design features of Route 734 (Snickersville Turnpike) from 0.47 mile southeast of the intersection of Route 748 to 0.27 mile southeast of the intersection of Route 748 in Loudoun County, State Project 0734-053-159, C-501; Federal Project RS-1007(); and

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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 reduce the design speed to 30 miles per hour and reduce the pavement width and shoulder width to R.R.R. criteria; and

BE IT FURTHER RESOLVED, that the project limits be revised to include only that work necessary to construct the box culvert and approaches between approximately Stations 20+00 and 26+50±.

Motion carried.

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

WHEREAS, in connection with Route 60, State Highway Project 658-F, the Commonwealth acquired certain lands from the United Daughters of the Confederacy - Buckingham County Chapter No. 1889 by deed dated May 4, 1942, recorded in Deed Book 41, Page 480 and from James D. Dunnavant by deed dated September 1, 1944, recorded in Deed Book 43, Page 215. These deeds are recorded in the Office of the Clerk of the Circuit Court of Buckingham County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 2.62 acres, more or less, and lying south of and adjacent to the south normal right of way limits of Route 60, from a point approximately 60 feet opposite approximate Station 84+15 (office revised EBL centerline Route 60, Project 0060-014-101, RW-201) to a point approximately 400 feet opposite approximate Station 91+43 (office revised EBL centerline Route 60, Project 0060-014-101, RW-201) was acquired incidental to the construction, reconstruction, alteration,

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maintenance and repair of Route 60 and does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has 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 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 appropriate.

Motion carried.

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

WHEREAS, in connection with Route 619, State Highway Project 0619-009-153, C-501, the Commonwealth acquired certain lands from Russell M. Meador and Dorothy G. Meador by deed dated November 20, 1972, recorded in Deed Book 393, Page 582 in the Office of the Clerk of the Circuit Court of Bedford County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the parcel of land containing 0.32 acre, more or less, and lying east of and adjacent to the east normal right of way limits of Route 619, from a point approximately 25 feet opposite approximate Station 334+00 (Route 791 centerline) to a point approximately 25 feet opposite approximate Station 23+75 (Route 619 centerline) was acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Route 619 and does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the Secondary System of State Highways; and

WHEREAS, in order that the adjacent lands may be more fully developed, the adjoining landowner has requested that the excess right of way be conveyed.

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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, to the adjoining landowners is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed appropriate.

Motion carried.

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

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

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 Strasburg Town Council and the Board of Supervisors of Shenandoah County have, by resolution, requested the use of Recreational Access Funds to provide adequate access to the Strasburg Community Park, located in the Town of Strasburg, and the said access is estimated to cost \$92,000; and

WHEREAS, this request has been considered by the Acting Director of the Department of Conservation and Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

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

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NOW, THEREFORE, BE IT RESOLVED, that \$92,000 from the 1991-92 Fiscal Year Recreational Access Fund be allocated to construct the access road to the Strasburg Community Park, Project 1249-085-244, M501, contingent upon:

1. All necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
2. All ineligible project costs and all eligible costs in excess of \$92,000 being provided from sources other than the Recreational Access Fund or any other fund administered by the Virginia Department of Transportation.

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

Motion carried.

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

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

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 Henrico County has, by resolution, requested the use of Recreational Access Funds to provide adequate access to the Springfield Road Park, located in Henrico County, and the said access is estimated to cost \$19,000; and

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WHEREAS, this request has been considered by the Acting Director of the Department of Conservation and Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

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

NOW, THEREFORE, BE IT RESOLVED that \$19,000 from the 1991-92 Fiscal Year Recreational Access Fund be allocated to construct the access road to the Springfield Road Park, Project 9999-043-171, M501, contingent upon:

1. All necessary right of way and utility adjustments being provided at no cost to the Commonwealth.
2. Assurance from the Henrico County Board of Supervisors that the County has entered into a contract to construct the initial phase of this park; and
3. The execution of an appropriate county/state agreement between the Henrico County Board of Supervisors and the Virginia Department of Transportation to provide for:
 - a. The design, construction, administration and maintenance of this project; and
 - b. All ineligible project costs and all eligible costs in excess of \$19,000 being provided from sources other than the Recreational Access Fund or any other fund administered by the Virginia Department of Transportation.

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

Motion carried.

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

WHEREAS, in response to a formal request by the Chesterfield County Board of Supervisors that Routes 653 and 604 (Courthouse Road) between Route 360 (Hull Street Road) and Route 10 (Iron Bridge Road) be

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considered for restriction of through truck traffic pursuant to the provisions of Section 46.2-809 (formerly Section 46.1-171.2) of the Code of Virginia, this matter has been carefully reviewed; and

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

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

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

WHEREAS, proper notice was given by posting signs and publishing notices advising the public of the proposed restriction and requesting written comments; and

WHEREAS, careful consideration has been given to the recommendations received, the available alternate routes and the past practices of the Department.

NOW, THEREFORE, BE IT RESOLVED, that Routes 653 and 604 (Courthouse Road) between Route 360 (Hull Street Road) and Route 10 (Iron Bridge Road) be restricted to through truck traffic in accordance with Section 46.2-809 of the Code of Virginia.

Motion carried.

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

WHEREAS, in response to a formal request by the Chesterfield County Board of Supervisors that Route 701 (Whitepine Drive) and Route 1913 (Hunting Creek Drive) between Route 10 (Iron Bridge Road) and Route 642 (Salem Church Road) be considered for restriction of through truck traffic pursuant to the provisions of Section 46.2-809 (formerly section 46.1-171.2) of the Code of Virginia, this matter has been carefully reviewed; and

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

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

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

WHEREAS, proper notice was given by posting signs and publishing notices advising the public of the proposed restriction and requesting written comments; and

WHEREAS, careful consideration has been given to the recommendations received, the available alternate routes and the past practices of the Department.

NOW, THEREFORE, BE IT RESOLVED, that Route 701 (Whitepine Drive) and Route 1913 (Hunting Creek Drive) between Route 10 (Iron Bridge Road) and Route 642 (Salem Church Road) be restricted to through truck traffic in accordance with Section 46.2-809 of the Code of Virginia.

Motion carried.

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

WHEREAS, the Southeastern Association of State Highway and Transportation Officials (SASHTO) Board of Directors voted unanimously on September 16, 1991 to adopt a multi-state truck permitting agreement and directed that an implementation plan be developed and submitted to the Board with the concurrence of affected member states; and

WHEREAS, the regional approach to oversize and overweight truck permitting uniformity is appropriate because of potential improvements in transportation efficiencies and because of efficiencies to be gained in oversize/overweight truck permitting processes within the SASHTO member states; and

WHEREAS, the Specialized Carriers Association (SCRA) and the Virginia Manufactured Housing Association (VMHA) and others have requested that Section(s) 3.01 (B) and (C) of the Official Virginia Hauling Permit Manual be deleted for the purpose of allowing exercise of the more liberal days and times of travel restriction specified in Section 3.01 (A); and

WHEREAS, the industry request received and SASHTO agreement terms necessitates adoption of uniform Hauling Permit travel regulations; and

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WHEREAS, pursuant to Section 9-6.14:7.1 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board must conduct informational proceedings to allow interested persons an opportunity to submit data, views and arguments, orally and in writing, germane to the proposed amendment to its Hauling Permit Manual, dated January 1, 1986.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board hereby authorizes the Commissioner's designated subordinate to conduct the required informational proceedings and to file a report as to findings, conclusions and/or recommendations resulting from the described public hearing at the earliest date possible.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Davies, 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 improvements for the Buckingham Branch Railroad Company; and

WHEREAS, the repair of the structures will allow the railroad to increase productivity and efficiency, which will help ensure the continuation of rail service to the localities in this area; 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, as amended in 1991; and

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

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

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\$26,235.00 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
2. All costs above \$26,235.00 incurred during FY 1992 or above 70 percent of the project cost, whichever is less, being borne by the Buckingham Branch Railroad Company, unless the Commonwealth Transportation Board or others provide additional funds.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Davies, 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 Portsmouth has, by resolution, requested consideration for funding certain improvements for the Commonwealth Railway, Inc.; and

WHEREAS, the improvements will allow the railroad to increase productivity and efficiency, which will help ensure the continuation of rail service to the localities in this area; 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, as amended in 1991; and

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

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 \$26,235.00 of the Industrial Access Railroad Track

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funds be provided to implement the project, located in the City of Portsmouth, contingent upon:

1. Execution of an agreement acceptable to the Department
2. All costs above \$26,235.00 incurred during FY 1992 or above 70 percent of the project cost, whichever is less, being borne by the Commonwealth Railway, Inc., unless the Commonwealth Transportation Board or others provide additional funds.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Davies, 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 Transportation District Commission has, by resolution, requested consideration for funding locomotive purchases for the Eastern Shore Railroad, Inc.; and

WHEREAS, the purchase of the locomotives will allow the railroad to increase productivity and efficiency, which will help ensure the continuation of rail service to the localities in this area; 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, as amended in 1991; and

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

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 \$119,000.00 of the Industrial Access Railroad Track funds be provided to implement the purchase, located in Accomack and Northampton Counties, contingent upon:

1. Execution of an agreement acceptable to the Department.

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2. All costs above \$119,000.00 or above 70 percent of the total project cost, whichever is less, being borne by the Eastern Shore Railroad, Inc.

Motion carried.

Moved by Mr. Warner, seconded by Mr. Davies, 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 improvements will allow the railroad to increase productivity and efficiency, which will help ensure the continuation of rail service to the localities in this area; 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 funds established by Chapter 972, Item 738G, of the 1990 Acts of Assembly, as amended in 1991; and

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

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 \$26,235.00 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 \$26,235.00 incurred during FY 1992 or above 70 percent of the project cost, whichever is less, being borne by the Winchester and Western Railroad Company, unless the Commonwealth Transportation Board or others provide additional funds.

Motion carried.

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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 19, 1991, the Commonwealth Transportation Board approved the 1992 preliminary budget in the amount of \$4,084,000; and

WHEREAS, on December 19, 1991, the Commonwealth Transportation Board's Budget and Finance Committee reviewed the 1992 final budget and unanimously recommends approval to the full Board;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby approves the 1992 final Norfolk-Virginia Beach Toll Road Operations and Maintenance Budget in the amount of \$4,084,000; and

BE IT FURTHER RESOLVED, that in accordance with recommendations from the consulting engineers that \$2.0 million be deposited into the reserve maintenance fund and \$4.5 million be deposited into the improvement fund for 1992.

Motion carried.

**NORFOLK-VIRGINIA BEACH TOLL ROAD
1992 FINAL MAINTENANCE & OPERATIONS BUDGET**

	<u>AMOUNT APPROVED</u>
Salaries	\$1,130,559
Social Security, Retirement, Group and Health Care Insurance and Workmen's Compensation	352,499
15% of Tunnels & Toll Facilities Administrative Budget	48,117
Federal Armored Express (Pickup of Daily Collections including counting money from automatics)	158,000
Professional Services (Consulting Engineers & Auditors)	38,000
Rental of Automatic Toll Machines and Gates	217,225
Lights, Heat, Power, Water, Sewer	44,552
Maintenance of Administration Building and Toll Plaza	24,500
ED and Pool Car Rental	21,000
Communications	3,500
Uniforms	10,000
Manual Toll Equipment Parts	9,000
Parts & Supplies (VDOT Stock)	4,000
Tokens	17,000
Miscellaneous: Copier, Office Supplies, Forms, Flag Replacement, Replace Adding Machine, etc.	22,000
State Police Patrol Services	368,207
Indirect Costs	52,684
Contingencies	143,207
Ordinary Maintenance	<u>1,419,950</u>
TOTAL	<u><u>\$4,084,000</u></u>

**NORFOLK-VIRGINIA BEACH TOLL ROAD
ESTIMATED FUND BALANCES
IMPROVEMENT FUND**

RECEIPTS

1. Balance November 1, 1991		\$20,450,866
2. Estimated Receipts from Revenue Fund November-December 1991		1,649,134
Subtotal		22,100,000

WITHDRAWALS

Estimated November 1 - December 31, 1991		3,300,000
BALANCE AVAILABLE DECEMBER 31, 1991		18,800,000
ESTIMATED DEPOSITS FOR 1992		4,500,000
ESTIMATED EXPENDITURES FOR 1992		12,300,000
ESTIMATED BALANCE AT DECEMBER 31, 1992		\$11,000,000

RESERVE MAINTENANCE FUND

RECEIPTS

1. Balance November 1, 1991		\$14,379,228
2. Estimated Receipts from Revenue Fund November-December 1991		0
Subtotal		14,379,228

WITHDRAWALS

Estimated November 1 - December 31, 1991		779,228
BALANCE AVAILABLE DECEMBER 31, 1991		13,600,000
DEPOSITS FOR 1992		2,000,000
ESTIMATED EXPENDITURES FOR 1992		2,100,000
ESTIMATED BALANCE AT DECEMBER 31, 1992		\$13,500,000

Improvement Fund -	Construction for shoulder and ramp widenings, TMS and for widening Independence Blvd. thru Int. 3; planning and design for future projects, including expansion of the Birdneck Road Interchange.
Reserve Maintenance Fund -	Insurance premiums and extraordinary maintenance including pavement and shoulder repairs, bridge painting, miscellaneous bridge repairs, sign replacement and maintenance of drainage systems.

**NORFOLK-VIRGINIA BEACH TOLL ROAD
1992 FINAL BUDGET
ORDINARY MAINTENANCE BY ACTIVITIES**

	<u>AMOUNT APPROVED</u>
103 Expendable Equipment	26,250
105 Employee Education	6,050
106 Servicing Equipment	8,130
109 Administrative Overhead	17,280
112 Premix Patching	7,880
129 Other Repairs to Concrete Pavement	11,550
142 Patch N. H. S. Shoulders	2,100
144 Repair H. S. Shoulders	2,210
153 Hand Clean Ditches	3,680
154 Other Drainage Care	31,500
161 Erosion Repair	9,450
162 Clean R/W	165,000 *
163 Dead Animal Patrol	4,730
167 Fence	21,000
168 Sweeping	150,000 *
171 Tractor Mowing	85,000 *
172 Hand Mowing	200,000 *
173 Brush Cutting	3,150
174 Spray Weeds or Grass	21,000
175 Trim Trees	5,250
176 Spray Brush	7,350
181 Signs	59,850
184 Traffic Signals	0
191 Repair Guardrail	47,250
195 Highway Lighting	147,000 *
198 Maint. of Impact Attenuators	36,750
203 Snow Removal	47,250
221 Structures	21,000
299 Supervision	52,500
435 Reseeding, Mulching, Sodding and Resoiling	7,250
437 Intensive Care of Plant Beds	66,250 *
438 Spraying Herbicides, Weeds, Insecticides	10,340
439 Spraying Brush	28,000 *
444 Repaint Traffic Markings	72,000
445 Spray Weeds or Grass	16,000
Miscellaneous	19,950
	\$1,419,950

* Indicates increase of \$5,000 or more.

12/19/91

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

WHEREAS, on September 19, 1991, the Board approved by resolution the maintenance payment rates for fiscal year 1992 to cities in accordance with Section 33.1-41.1 of the Code of Virginia; and

WHEREAS, such payment rates were set at \$9,866 per moving lane mile for primary and minor arterials and at \$5,793 for collector and local streets; and

WHEREAS, such payments are to be made in equal sums in each quarter of the fiscal year with the first payment due in October, 1991; and

WHEREAS, at said meeting this Board expressed its concern about the current revenue situation and its ability to sustain the new rates and requested staff of the Department to express these concerns to the cities; and

WHEREAS, on October 17, 1991 the Commonwealth Transportation Commissioner notified the cities by letter of the current revenue situation and the Board's concern in this regard; and

WHEREAS, subsequent to that time, the revenue situation has not improved and it appears a revenue shortfall in the \$50 million range is imminent for the current fiscal year.

NOW, THEREFORE, BE IT RESOLVED, that the payment rates approved at the September 19, 1991 Board meeting are hereby rescinded and that the payment rates of \$9,376 for primary and minor arterials and \$5,505 for local and collector streets used for fiscal year 1991 are hereby approved; and

BE IT FURTHER RESOLVED, that the first quarter increased payment amounts are to be recaptured in equal sums in each of the subsequent three quarterly payments for the remainder of the fiscal year.

Motion carried.

VDOT
BUDGET DIVISION
Urban System Street Maintenance Payments

DISTRICT City/Town	FY92 PAYMENTS Based on New Rate	FY92 PAYMENTS Based on FY91 Rate	DIFFERENCE
BRISTOL			
▪ Abingdon	\$689,300.00	\$663,264.23	(\$26,035.77)
▪ Big Stone Gap	\$366,400.00	\$352,586.42	(\$13,813.58)
▪ Bluefield	\$349,700.00	\$336,506.53	(\$13,193.47)
▪ Bristol	\$1,548,100.00	\$1,489,647.03	(\$58,452.97)
▪ Lebanon	\$375,200.00	\$361,018.56	(\$14,181.44)
▪ Marion	\$498,700.00	\$479,888.42	(\$18,811.58)
▪ Norton	\$358,500.00	\$344,931.56	(\$13,568.44)
▪ Richlands	\$269,400.00	\$261,383.37	(\$8,016.63)
▪ Saltville	\$179,400.00	\$172,672.56	(\$6,727.44)
▪ Tazewell	\$238,600.00	\$229,600.31	(\$8,999.69)
▪ Wise	\$251,700.00	\$242,211.53	(\$9,488.47)
▪ Wytheville	\$1,123,600.00	\$1,061,207.61	(\$42,392.39)
SALEM			
▪ Bedford	\$557,100.00	\$536,061.39	(\$21,038.61)
▪ Blacksburg	\$1,301,200.00	\$1,252,129.89	(\$49,070.11)
▪ Christiansburg	\$1,238,400.00	\$1,191,589.67	(\$46,810.33)
▪ Galax	\$855,400.00	\$823,138.86	(\$32,261.14)
▪ Martinsville	\$1,468,900.00	\$1,413,505.59	(\$55,394.41)
▪ Narrows	\$144,200.00	\$138,781.05	(\$5,418.95)
▪ Pearisburg	\$159,300.00	\$153,238.98	(\$6,061.04)
▪ Pulaski	\$973,600.00	\$936,895.67	(\$36,704.33)
▪ Radford	\$1,018,500.00	\$980,061.85	(\$38,438.15)
▪ Roanoke	\$6,303,500.00	\$6,065,561.64	(\$237,938.36)
▪ Rocky Mount	\$409,000.00	\$393,590.83	(\$15,409.17)
▪ Salem	\$1,854,500.00	\$1,784,428.59	(\$70,071.41)
▪ Vinton	\$500,800.00	\$481,858.20	(\$18,941.80)
LYNCHBURG			
▪ Altavista	\$297,500.00	\$286,256.27	(\$11,243.73)
▪ Danville	\$4,593,800.00	\$4,420,410.59	(\$173,389.41)
▪ Farmville	\$557,900.00	\$536,890.22	(\$21,009.78)
▪ Lynchburg	\$4,977,700.00	\$4,789,884.66	(\$187,815.34)
▪ South Boston	\$685,000.00	\$659,082.73	(\$25,917.27)

VDOT
BUDGET DIVISION
Urban System Street Maintenance Payments

DISTRICT City/Town	FY92 PAYMENTS Based on New Rate	FY92 PAYMENTS Based on FY91 Rate	DIFFERENCE
RICHMOND			
• Ashland	\$474,900.00	\$457,015.47	(\$17,884.53)
• Blackstone	\$371,200.00	\$357,118.02	(\$14,081.98)
• Chase City	\$197,900.00	\$190,480.19	(\$7,419.81)
Colonial Heights	\$1,125,200.00	\$1,082,640.72	(\$42,559.28)
Hopewell	\$1,653,200.00	\$1,590,841.12	(\$62,358.88)
Petersburg	\$2,646,500.00	\$2,546,598.24	(\$99,901.76)
Richmond	\$12,383,000.00	\$11,915,684.79	(\$467,315.21)
• South Hill	\$531,300.00	\$511,236.14	(\$20,063.86)
SUFFOLK			
Chesapeake	\$11,345,300.00	\$10,917,072.16	(\$428,227.84)
Emporia	\$507,300.00	\$488,148.42	(\$19,151.58)
Franklin	\$708,300.00	\$681,563.48	(\$26,736.52)
Hampton	\$6,500,000.00	\$6,254,720.41	(\$245,279.59)
Newport News	\$7,117,700.00	\$6,849,537.47	(\$268,162.53)
Norfolk	\$10,625,700.00	\$10,224,690.20	(\$401,009.80)
Poquoson	\$593,700.00	\$571,270.51	(\$22,429.49)
Portsmouth	\$5,683,500.00	\$5,468,935.28	(\$214,564.72)
• Smithfield	\$276,800.00	\$266,386.95	(\$10,413.05)
Suffolk	\$523,700.00	\$503,992.92	(\$19,707.08)
Virginia Beach	\$18,194,200.00	\$17,507,475.54	(\$686,724.46)
Williamsburg	\$702,900.00	\$676,350.28	(\$26,549.72)
FREDERICKSBURG			
Fredericksburg	\$1,048,300.00	\$1,008,675.58	(\$39,624.42)
CULPEPER			
Charlottesville	\$1,931,700.00	\$1,858,753.58	(\$72,946.42)
• Culpeper	\$586,900.00	\$564,781.89	(\$22,118.11)
• Warrenton	\$445,600.00	\$428,803.33	(\$16,796.67)

**VDOT
BUDGET DIVISION
Urban System Street Maintenance Payments**

DISTRICT City/Town	FY92 PAYMENTS Based on New Rate	FY92 PAYMENTS Based on FY91 Rate	DIFFERENCE
STAUNTON			
• Bridgewater	\$147,100.00	\$141,489.19	(\$5,610.81)
Buena Vista	\$566,200.00	\$644,817.10	(\$21,382.90)
Clifton Forge	\$247,600.00	\$238,269.01	(\$9,330.99)
Covington	\$489,300.00	\$470,834.39	(\$18,465.61)
• Elkton	\$151,500.00	\$145,829.58	(\$5,670.42)
• Front Royal	\$894,200.00	\$860,441.97	(\$33,758.03)
• Grottoes	\$189,800.00	\$182,680.78	(\$7,119.22)
Harrisonburg	\$1,792,200.00	\$1,724,816.57	(\$67,583.43)
Lexington	\$341,900.00	\$329,005.16	(\$12,894.84)
• Luray	\$462,900.00	\$445,460.37	(\$17,439.63)
Staunton	\$1,743,500.00	\$1,677,648.65	(\$65,851.35)
Waynesboro	\$1,479,400.00	\$1,423,567.49	(\$55,832.51)
Winchester	\$1,194,900.00	\$1,149,874.78	(\$45,025.22)
• Woodstock	\$230,000.00	\$221,314.01	(\$8,685.99)
NORTHERN VIRGINIA			
Alexandria	\$3,629,500.00	\$3,492,501.72	(\$136,998.28)
Fairfax	\$1,130,200.00	\$1,087,522.28	(\$42,677.72)
Falls Church	\$510,200.00	\$491,016.26	(\$19,183.74)
• Herndon	\$715,200.00	\$688,193.30	(\$27,006.70)
• Leesburg	\$722,100.00	\$694,823.63	(\$27,276.37)
Manassas	\$1,360,300.00	\$1,308,944.89	(\$51,355.11)
Manassas Park	\$183,400.00	\$176,479.76	(\$6,920.24)
• Vienna	\$819,000.00	\$788,162.16	(\$30,837.84)
TOTAL	\$139,320,100.00	\$134,064,551.53	(\$5,255,548.47)

* Denotes - Town

12/19/91

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

WHEREAS, on September 19, 1991, the Board approved by resolution the maintenance payment rates for fiscal year 1992 to Arlington and Henrico Counties in accordance with Section 33.1-23.5:1 of the Code of Virginia; and

WHEREAS, such payment rates for Arlington County were set at \$9,124 per lane mile in fiscal year 1992; and

WHEREAS, such payment rates for Henrico County were set at \$4,581 per lane mile in fiscal year 1992; and

WHEREAS, at said meeting this Board expressed its concern about the current revenue situation and its ability to sustain the new rates and requested staff of the Department to express these concerns to these counties; and

WHEREAS, on October 17, 1991, the Commonwealth Transportation Commissioner notified these counties by letter of the current revenue situation and the Board's concern in this regard; and

WHEREAS, subsequent to that time, the revenue situation has not improved and it appears a revenue shortfall in the \$50 million range is imminent for the current fiscal year.

NOW, THEREFORE, BE IT RESOLVED, that the payment rates approved at the September 19, 1991 Board meeting are hereby rescinded and the payment rates of \$8,670 per lane mile for Arlington County and \$4,354 per lane mile for Henrico County are hereby approved; and

BE IT FURTHER RESOLVED, that the first quarter increased payment amounts are to be recaptured in equal sums in each of the subsequent three quarterly payments for the remainder of the fiscal year.

Motion carried.

VDOT
BUDGET DIVISION
 Maintenance Payments to Arlington and
 Henrico Counties under Section 33.1-23.5:1
 Code of Virginia

District County	FY 92 PAYMENTS Based on New Rate	FY 92 PAYMENTS Based on FY91 Rate	DIFFERENCE
NORTHERN VIRGINIA Arlington	\$8,671,815.00	\$8,240,315.00	(\$431,500.00)
RICHMOND Henrico	\$11,905,378.00	\$11,315,436.00	(\$589,942.00)

12/19/91

The following is a statement made by Constance R. Kincheloe prior to introduction of a resolution on Route 29 in Albemarle County:

"As I said yesterday, I welcome very much the initiative on the part of the Albemarle County Board of Supervisors and think it is very important that we try to clear up any misconceptions that have happened since we've taken our vote in the past year, so I would like to move that this Board adopt this resolution with the understanding that it is a statement of intent on the part of the Commonwealth Transportation Board to follow a particular sequence of design and construction and that we will follow that sequencing to the best of our ability and to the extent that it is within our power to complete these projects and I'd like to emphasize that it is our intention that any changes in sequencing would come from decisions that are really beyond our authority."

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board the Commonwealth Transportation Board by resolution dated November 15, 1990, approved the location of Project 6029-002-122, PE-100 in three phases; and

WHEREAS, the three phases provided for short range, medium range, and long range recommendations for the construction of the project in conjunction with other projects in the City of Charlottesville and Albemarle County; and

WHEREAS, by letter dated August 1, 1991, the Albemarle County Board of Supervisors has requested that this Board take positive steps to commit to the priorities which were set forth in the Board's resolution of November 15, 1990; and

WHEREAS, the Board believes that the orderly development and funding of the various projects in accordance with the three phases as set forth in the Board's resolution of November 15, 1990, is in the public interest; and

12/19/91

WHEREAS, the Board recognizes that state and local transportation priorities should be harmonized where possible; and

WHEREAS, it is the sense of this Board that the Department of Transportation adhere to the schedule of improvements as set forth in the November 15, 1990, resolution; and

WHEREAS, the Board strongly believes that the Route 29 Bypass should be constructed in concert with the remaining construction projects of the CATS Plan after Phase 1 and Phase 2 recommendations of the Board's November 15, 1990, resolution has been completed;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board direct the Department of Transportation to take all steps and make all efforts to complete the projects approved in its resolution of November 15, 1990, as more fully set out in a letter to F. R. Bowie dated November 4, 1991, from John G. Milliken, which is attached hereto and made a part of this resolution.

Motion carried.



COMMONWEALTH of VIRGINIA

John G. Milliken
Secretary of Transportation

Office of the Governor
Richmond 23219

(804) 786-6032
TDD (804) 786-7765

November 4, 1991

The Honorable F. R. Bowie
Chairman, Albemarle County
Board of Supervisors
401 McIntire Road
Charlottesville, Virginia 22901-4596

Dear Chairman Bowie:

This letter is intended to reply in more detail to your letter of August 1. The Commonwealth Transportation Board (CTB) is committed to the sequence of construction as set forth in the CTB's November 15, 1990, resolution.

The CATS Plan is an approved Plan for the Charlottesville - Albemarle County area and it is the intent of the Department and the CTB to carry out that Plan as funding on the primary system becomes available. To keep the Plan on schedule, however, it will be necessary for the City of Charlottesville to keep its projects at a high priority and for Albemarle County to schedule the secondary projects in the CATS Plan.

It was never the intent of the CTB or the Department that the CATS Plan not be carried out as currently proposed, provided funding was available. However, the Department and the CTB believe that a Route 29 Bypass is an integral and important part of the regional transportation plan and will be needed in the future, even with the implementation of the CATS Plan.

With those general comments in mind, I would like to review the status of the three phases included in the CTB's November 15, 1990, resolution which were also addressed in your letter of August 1.

Phase I, Short-range Recommendations: The widening of Existing Route 29 to six lanes with continuous right-turn lanes from the Route 250 Bypass to the South Fork of the Rivanna River will be accomplished by two projects as shown on Page 38 (Items 3 and 4) of the 1991-92 Six-Year Improvement Program. The first project from the Route 250 Bypass to Rio Road is scheduled for construction in July 1993 and the second project, from Rio Road to the river, is scheduled for advertisement in July 1994, all subject to available funding. The design work is currently underway.

The Honorable P. R. Bowie
November 4, 1991
Page Two

As additional funding becomes available and scheduling permits, a design will be prepared for three interchanges to be added to the Base Case. The design of these interchanges is, of course, subject to public hearings and CTB approval. The preservation and acquisition of right-of-way for each element of the Plan was part of Phase I. If this Plan is to succeed the County and the City must do everything possible to preserve the right-of-way required for the construction of the Base Case, the three interchanges and the Line 10 Corridor approved by the CTB.

The refinement of Alternative 10 is currently underway, and a preliminary plan (functional plan) will be provided to Albemarle County and the City of Charlottesville to assist in the preservation of right-of-way along that corridor.

After the design has been approved and right-of-way plans are prepared, and subject to available funding, VDOT will consider acquiring property which meets the Department's requirements for advanced right-of-way acquisition along Alternative 10.

In order to work with the County in the protection of the watershed, access points on Alternative 10 will be limited to those approved by the CTB when the corridor was designated, unless additional access is requested by the local government.

Phase II, Medium-range Recommendations: Three grade-separated interchanges along Rio Road, Greenbrier Drive and Hydraulic Road will be built when traffic conditions dictate and funding is available. The construction of each interchange is subject to approval of the design after public hearings are held during Phase I so that right-of-way for the interchanges can be preserved.

Phase III, Long-range Recommendations: It is the intent of the CTB and the Department to construct Alternative 10 when traffic on Route 29 becomes unacceptable and funding permits.

You asked us to consider how this commitment to the CATS Plan and the phasing of projects might be solidified. The following sequence of activity spells out that commitment and I would be pleased to seek CTB ratification of this specific sequencing if the Board of Supervisors requests I do so. Of course, the commitment of the Board and the City Council to each do its part is necessary as well.

1. The widening of Route 29 to six lanes, with continuous right lanes from the Route 250 Bypass to the south fork of the Rivanna River. This is currently being designed.

The Honorable F. R. Bowie
November 4, 1991
Page Three

2. The remainder of Phase I contained in the CTB's resolution of November 15, 1990.
3. The completion of the Meadowcreek Parkway from the Route 250 Bypass to Route 29 north as urban and secondary road funding becomes available for the facility's right-of-way acquisition and construction cost.
4. The construction of the interchanges on Route 29 north at Rio Road, Hydraulic Road and Greenbrier Drive as traffic demands and funding permits.
5. The preservation and acquisition of right-of-way for Alternative 10. This will be accomplished as funding is available for this established corridor's right-of-way acquisition and construction.

In closing, I trust that this letter assures the County of the Department's and the Commonwealth Transportation Board's commitment to the construction of the CATS Plan and that the County will assist the Department in preserving right-of-way for the approved corridor for the Route 29 Bypass.

If the contents of this letter meet with your approval and if the County wishes to move forward with the preservation of necessary right-of-way, I would be pleased to bring the attached draft resolution before the CTB for its concurrence.

Sincerely,



John G. Milliken

JGM/cmj

Attachment

cc: Ms. Constance R. Kincheloe
Mr. Ray D. Pethtel
Richard L. Walton, Jr., Esquire

12/19/91

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

WHEREAS, with the signing of the Intermodal
Surface Transportation Efficiency Act of 1991, the
State of Virginia will receive an estimated \$2.6
billion in highway funding in the next six years; and

WHEREAS, many jobs will be created in the road
building industry to construct projects funded by this
new act; and

WHEREAS, the unemployment rate in Virginia is of
great concern to the Commonwealth Transportation
Board; and

WHEREAS, the Commonwealth Transportation Board
believes that all efforts should be made to put
unemployed Virginians back to work; and

WHEREAS, it is the sense of the Commonwealth
Transportation Board that the road building industry
should look to giving unemployed Virginians the first
opportunity to be hired to help construct these
projects.

NOW, THEREFORE, BE IT RESOLVED, by the
Commonwealth Transportation Board that the following
steps be taken:

1. That the Secretary of Transportation transmit
this resolution to the Executive Director of
the Virginia Roadbuilders Association and
express this Board's concern and encourage the
road building industry to give unemployed
Virginians the first opportunity to be hired
to help construct projects in Virginia.

Motion carried.

12/19/91

Meeting adjourned at 11:35 a.m.

The next regular meeting will be held in
Richmond, Virginia on January 16, 1992.

Approved:

Chairman

Attested:

Secretary