



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1639

SHIRLEY J. YBARRA
CHAIRMAN

AGENDA

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD
Central Office Auditorium
1221 East Broad Street
Richmond, Virginia
December 14, 2000
10:00 a.m.

1. Public Comment
2. Approval of Minutes of November 16, 2000.
3. Action on Additions To and Abandonments From Roads in the Secondary System – Month of November 2000.
4. Conveyances:
 - (A) Route 202 – Westmoreland County
 - (B) Criser Road – Warren County
 - (C) Route 83 – Dickenson County
5. Action on Bids Received - October 3, 17; November 9, 28, 2000
6. Consultant Agreement:
 - (A) Consultant Engineering Services
Provide professional services for environmental water quality services on Route 58 between Towns of Hillsville and Stuart in Counties of Carroll, Floyd and Patrick.
Project Nos.: 0058-017-E13, C501; 0058-962-E02, C501; 0058-070-E18, C501; 0058-070-E19, C501; 0058-017-E11, C501; 0058-017-E12 and new project # to be assigned.
Parsons Transportation Group, Inc.
 - (B) Consultant Engineering Services
Provide professional services for design and technical assistance during construction for the Route 81 widening in Frederick and Rockingham Counties.
Project Nos.: 0081-034-119, PE-101; 0081-034-119, PE-102; 0081-034-119, PE-103; 0081-082-123, PE-101; 0081-082-123, PE-102; 0081-082-123, PE-103.
HNTB

WE KEEP VIRGINIA MOVING

Consultant Agreement: (C) Consultant Engineering Services
Provide Professional services to prepare incidental right of way and construction plans on a limited services basis (3 yrs) for the Richmond, Salem and Bristol Districts.
Earth Tech, Inc.

7. Location & Design: (A) East Market Street – Town of Leesburg
To increase the capacity of East Market Street and Catoctin Circle to relieve congestion from existing and projected traffic volumes.
Project No.: U000-253-V08, PE-101, RW-201, C-501
Federal Project: STP-5453 ()
From: 0.03 mile (0.04 km) east of intersection of Loudoun St.
To: 0.10 mile (0.16 km) east of intersection of Catoctin Circle

Location & Design: (B) Route 1050 (Fort Eustis Boulevard) – York County
To relieve congestion from existing and projected traffic volumes; to redirect and facilitate pass-through traffic from Rte 17 corridor to I-64; and improve access to developing and potentially developing areas of York County.
Project No.: 1050-090-180, PE-101, RW-201, C-501
Federal Project: STP-5403 ()
From: 0.15 mile (0.24 km) east of Rte 17 – G.W. Hwy
To: Route 173 (at Rte 622)

Location & Design: (C) Route 33 – Orange County
To improve safety at intersection of Route 33 and Route 607, with additional left turn on Rte 607, and left turn lanes in both directions on Rte 33.
Project No.: 0033-068-101, PE-101, RW-201, C-501
From: 0.095 miles west of Route 607
To: 0.116 miles east of Route 607

Location & Design: (D) Route 58 (Pennington Gap Bypass) – Lee County
To provide improved travel on Rte 58 statewide and around the community of Pennington Gap.
Project No.: 6058-052-E32, PE-101, RW-201, C-501, B-641 through B-655
From: 10.6 mile (1.70 km) west of West Corporate Limits of Pennington Gap
To: 0.43 mile (0.70 km) east of East Corporate Limits of Pennington Gap

- Location & Design:
(E) Route 58 (Value Engineering Proposal) – Lee County
The proposed revision for Route 58 to eliminate B-625 and B-630 not be approved, and the design of this section of the project be constructed as approved by the Board on September 16, 1996.
Project No.: 0058-052-E27, C-501, B-625, B-630
From: 0.25 mile (0.41 km) west of Route 829
To: 0.20 mile (0.33 km) east of Route 725 (Dryden)
- Location & Design:
(F) Route 72 and the Route 58 & 224 Interchange – Scott County
To provide an alternative, additional facility to allow traffic to access Route 71 (Jackson Street) and Route 72 from the heavily traveled Route 23.
Project No.: 0072-084-V05, PE-101, RW-201, C-501, B-611 through B-616.
Federal Project: STP-0226 (101)
From: 0.15 mile (0.45 km) south of East Corporate Limits of Weber City
To: 0.17 mile (0.45km) west of North Corporate Limits of Gate City in Scott County
- Project No.: 0058-084-113, PE-101, RW-201, C501, B601, B602
From: Route 23
To: 0.30 (0.46 km) east of Route 224
- Location & Design:
(G) Route 208(Spotsylvania Courthouse Bypass)–Spotsylvania Co.
To provide improved corridor for Courthouse Road through Spotsylvania County and to relieve traffic congestion at the Spotsylvania Courthouse.
Project No.:00208-088-V14, PE101, RW201, C501, B601, B602
Federal Project: STP-088-6 (003),STP-088-6 (004),STP-088-6()
From: 0.31 mile (0.5 km) east of the Ta River
To: 0.75 mile (1.2 km) east of the Po River
- Project No.: 0208-088-V14, RW-202, C-502
Federal Project: STP-088-6 ()
From: 0.75 mile (1.2 km) east of the Po River
To: 0.99 mile (1.6 km) west of the Ni River

- Location & Design:
(H) Route 634 (Canterbury Road) – King and Queen County
To widen pavement and shoulders along this entire alignment.
Project No.: 0634-049-130, C-501
From: Intersection Route 629 (Walkerton)
To: 0.851 mile (1.37 km) north Route 629
- Location & Design:
(I) Route 677 (Mount Hope Church Road) Stafford County
To widen pavement and shoulders along entire alignment; to enhance school bus turn around and crossing of railroad lines.
Project No.: 0677-089-P41, C-501
From: Brooke Road (Route 608)
To: 0.66 mile west of Brooke Road
- Location & Design:
(J) Route 736 (Summit Road) – Chesterfield County
To relocate dead end section of Summit Road and to abandon or discontinue the end of the road.
Project No.: 0736-020-318, N-501
From: 0.60 mile south of Beach Road (Route 655)
To: 0.50 mile south of Beach Road (Route 655)
8. Access - Industrial:
(A) Botetourt County
To construct 0.26 mile to provide access from US Highway 220 to Botetourt Center at Greenfield Industrial Park.
Project No.: 0843-011-249, M-501
Altec Industries, Inc.
- Access - Industrial:
(B) Mecklenburg County
To construct 0.33 mile to serve eligible projects within 188 acre industrial park located off US Highway 58.
Project No.: 0883-058-288, M-501
Boydton Industrial Park
- Access – Industrial:
(C) Town of South Hill
To construct 0.17 mile to serve 138-acre industrial park located off US Highway 1.
Project No.: 9999-301-101, M-501
Northside Industrial Park
9. Access – Rail Industrial: Culpeper County
To construct 426+/- feet of track to extend existing track and reconnect with Norfolk Southern line.
Cedar Mountain Stone Corporation

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10. Through Truck Restriction: Route 608 (Massaponax Church Road) – Spotsylvania Co.
(A) Between U.S. Route 1 and U.S. Route 17

Through Truck Restriction: Route 863 – Pittsylvania County
(B) Between U.S. Route 29 and Route 41,
Between Route 41 and Route 750, and
Between Route 750 and the Danville City Line

11. New Business

12. Adjournment

MINUTES
OF
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

1221 East Broad Street
Richmond, Virginia
December 14, 2000
10:00 a.m.

The monthly meeting of the Commonwealth Transportation Board was held in the Central Office Auditorium of the Department of Transportation in Richmond, Virginia, on December 14, 2000, at 10:00 a.m. The Chair, Shirley J. Ybarra, presided.

* * *

Present: Messrs. Nottingham (Vice Chair), Bevon, Byrd, Grubb, Humphreys, Klings, Komblau, Martin, Mitchel, Myers, Prettyman, Walker, White, and Ms. Lionberger.

Absent: Mr. Folkes and Ms. Welsh.

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Agenda Item 1: Public Comment: There was none.

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Agenda Item 2: Action on approval of Minutes of Meeting of November 16, 2000.

Moved by Mr. Byrd, seconded by Mr. Komblau. Motion carried.

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Agenda Item 3: Action on Additions To and Abandonments from Roads in the Secondary System for the Month of November 2000. Referenced by attachment of Report.

Moved by Mr. Humphreys, seconded by Mr. White. Motion carried.

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Agenda Item 4: Action (by single motion) on Conveyances, specifically (A) Route 202 – Westmoreland County, (B) Criser Road – Warren County, and (C) Route 83 – Dickenson County. Referenced by attachment of Resolutions.

(A-C) Moved by Mr. Klinge, seconded by Mr. Martin. Motion carried.

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Agenda Item 5: Action on Bids for Interstate, Primary, Secondary, Urban and Miscellaneous Projects Received October 3, 17, 2000 and November 9, 28, 2000, for award and authorized execution of contracts by the Deputy Commissioner or Chief Engineer, and for rejection and authorized readvertisement. Referenced by attachment of Bid Results Report.

Moved by Mr. Byrd, seconded by Mr. Mitchel. Motion carried.

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Agenda Item 6: Action (by single motion) on Consultant Agreements, specifically with (A) Parsons Transportation Group, Inc. (water quality services - Rte 58 between Towns of Hillsville and Stuart in Counties of Carroll, Floyd and Patrick), (B) HNTB (design and technical assistance – Rtc 81 widening in Counties of Frederick and Rockingham, and (C) Earth Tech, Inc. (3 yr limited services right-of-way and construction plans in Districts of Richmond, Salem and Bristol). Referenced by attachment of Resolutions.

(A-C) Moved by Mr. White, seconded by Mr. Klinge. Motion carried.

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Agenda Item 7: Action (by separate motions) on Location & Design Projects, specifically (A) East Market Street – Town of Leesburg, (B) Route 1050 (Fort Eustis Boulevard - "BC Alignment") – York County, (C) Route 33 – Orange County, (D) Route 58 (Pennington Gap Bypass) – Lee County, (E) Route 58 (Value Engineering Proposal) – Lee County, (F) Route 72 and the Route 58 & 224 Interchange – Scott County, (G) Route 208 (Spotsylvania Courthouse Bypass) – Spotsylvania County, (H) Route 634 (Canterbury Road) – King and Queen County, (I) Route 677 (Mountain Hope Church Road) – Stafford County and (J) Route 736 (Summit Road) – Chesterfield County. Referenced by attachment of Resolutions and maps (A –J, but not E).

(A) Moved by Mr. White, seconded by Ms. Lionberger. Motion carried.

(B) Moved by Mr. Humphreys, seconded by Mr. Mitchel. Motion carried.

(C) Moved by Mr. White, seconded by Mr. Byrd. Motion carried.

(D) Moved by Mr. Grubb, seconded by Mr. Prettyman. Mr. Martin abstained (statement on file in Chairman's office). Motion carried.

(E) Moved by Mr. Klinge, seconded by Mr. White. Motion (not to approve) carried.

- (F) Moved by Mr. Martin, seconded by Mr. Kornblau. Motion carried.
- (G) Moved by Mr. Humphreys, seconded by Mr. Klinge. Motion carried.
- (H) Moved by Mr. Humphreys, seconded by Mr. Grubb. Motion carried.
- (I) Moved by Mr. Humphreys, seconded by Mr. Klinge. Motion carried.
- (J) Resolution withdrawn – no action taken.

Agenda Item 8: Action (by single motion) on Industrial Access Projects, specifically (A) Botetourt County – Altec Industries, Inc., (B) Mecklenburg County – Boydton Industrial Park, and (C) Town of South Hill – Northside Industrial Park. Referenced by attachment of Resolutions and maps.

Moved by Mr. Grubb, seconded by Mr. White. Motion carried.

Agenda Item 9: Action on a Rail – Industrial Access Project, specifically Outpeper County – Celar Mountain Stone Corporation. Referenced by attachment of Resolution, County Resolution and map.

Moved by Mr. White, seconded by Mr. Grubb. Motion carried.

Agenda Item 10: Action (by single motion) on Through Truck Restrictions, specifically (A) Route 608 (Massaponax Church Road) - Spotsylvania County and (B) Route 863 – Pittsylvania County. Referenced by attachment of Resolutions and maps.

Moved by Mr. Grubb, seconded by Mr. Humphreys. Motion carried.

Agenda Item 11: New Business:

(A) Action on Amendment to the Board's Resolution of November 16, 2000: Adding to the Primary System the proposed Construction known as the Tri-County Parkway. Referenced by attachment of Resolution and map.

Moved by Mr. Mitchel, seconded by Mr. Kornblau. Motion carried.

(B) Mr. Myers queried the status of the Kings Highway Bridge project in Suffolk. Following a discussion between staff and CTB members, Chairman Ybarra suggested staff prepare a briefing for the February CTB workshop.

(C) Mr. Myers queried the status of improvement projects relating to Interstate rest area facilities, and Ms. Lionberger queried the status of truck parking at rest area facilities. Following a discussion between staff and CTB members, Chairman Ybarra suggested staff work with Virginia Tourism Corporation for the development of a briefing for a later CTB workshop.

(D) Chairman Ybarra distributed Remarks by Governor James S. Gilmore, III given at the Press Conference on Transportation Reform in Arlington, VA, December 13, 2000.

(E) CTB member Mr. White distributed a Resolution of the City Council of Manassas, Virginia, dated December 11, 2000, regarding Train Derailment/Public Safety/Street Congestion.

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The meeting was adjourned at 11:20 a.m.

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The next meeting will be held on January 18, 2001, in Richmond, Virginia.

Approved:

Chairman

Attested:

Secretary

REPORT TO
THE COMMONWEALTH TRANSPORTATION BOARD

MEETING OF
DECEMBER 14, 2000

SUMMARY OF CHANGES TO THE SECONDARY SYSTEM OF STATE HIGHWAYS
EFFECTIVE DURING
NOVEMBER 2000

Table of Mileage Changes by District and Type of Change

District	Addition	Abandonment	District Total
Bristol	0.49	0.00	0.49
Culpeper	0.00	0.00	0.00
Fredericksburg	3.99	0.00	3.99
Lynchburg	0.17	0.00	0.17
Northern Virginia	3.57	0.00	3.57
Richmond	4.15	0.00	4.15
Salem	0.48	0.00	0.48
Staunton	0.62	-0.37	0.25
Suffolk	1.00	0.00	1.00
Statewide Total:	14.47	-0.37	14.10

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

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

Report to the Commonwealth Transportation Board

Abandonments and Additions to the Secondary System of State Highways

01-Dec-00

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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Campbell									
Net Mileage Gained or Reported 0.17									
Addition	Jameswood, Section 2	Jameswood Court	165B	SN	Rt. 1657	Cut-De-Sac	0.07	11/17/1997	11/29/2000
Addition	None	Rosedale Lane	86A	WE	Route 24	0.10 Mile East Route 24	0.10	9/18/2000	11/30/2000
Net Mileage Change Reported 2.97									
Chesterfield									
Addition	Damwell and Marlboro (portion)	Hedges Court	4492	SN	Hedges Rd (Rt. 4491)	Cut-De-Sac	0.06	10/25/2000	11/30/2000
Addition	Damwell and Marlboro (portion)	Hedges Road	4491	WE	Hedges Ct (Rt. 4492)	Cut-De-Sac	0.08	10/25/2000	11/30/2000
Addition	Damwell and Marlboro (portion)	Hedges Road	4491	WE	Lancers Bk (Rt. 2147)	Hedges Ct (Rt. 4492)	0.09	10/25/2000	11/30/2000
Addition	Birkdale, Section 11	Ashburne Hollow Circle	5107	WE	Royal Birkdale Dr., (Rt. 5021)	Royal Birkdale Dr., (Rt. 5021)	0.10	10/25/2000	11/22/2000
Addition	Birkdale, Section 11	Emerald Dunes Circle	5106	SN	Royal Birkdale Dr., (Rt. 5021)	Royal Birkdale Dr., (Rt. 5021)	0.15	10/25/2000	11/22/2000
Addition	Birkdale, Section 11	Royal Birkdale Boulevard	5105	WE	Royal Birkdale Dr., (Rt. 5021)	N. Spring Run Rd., (Rt. 662)	0.10	10/25/2000	11/22/2000
Addition	Birkdale, Section 11	Royal Birkdale Drive	5021	SN	Ashburne Hollow Cr., (Rt. 5107)	Ashburne Hollow Cr., (Rt. 5107)	0.08	10/25/2000	11/21/2000
Addition	Birkdale, Section 11	Royal Birkdale Drive	5021	SN	Emerald Dunes Cr., (Rt. 5106)	Royal Birkdale Bl., (Rt. 5106)	0.03	10/25/2000	11/21/2000
Addition	Birkdale, Section 11	Royal Birkdale Drive	5021	SN	.03 Miles East of Seabrook Cr., (Rt. 5087)	Ashburne Hollow Cr., (Rt. 5107)	0.04	10/25/2000	11/22/2000
Addition	Birkdale, Section 11	Royal Birkdale Drive	5021	SN	Ashburne Hollow Cr., (Rt. 5107)	Emerald Dunes Cr., (Rt. 5106)	0.04	10/25/2000	11/21/2000
Addition	Birkdale, Section 11	Royal Birkdale Drive	5021	SN	Emerald Dunes Cr., (Rt. 5106)	Emerald Dunes Cr., (Rt. 5106)	0.08	10/25/2000	11/21/2000
Addition	Salisbury, Falkirk, Section 1	Seaside Court	4049	WE	Worcester Rd., (Rt. 4088)	Cut-De-Sac	0.09	10/11/2000	11/27/2000
Addition	Salisbury, Falkirk, Section 1	Thames Court	4048	WE	Worcester Rd., (Rt. 4088)	Cut-De-Sac	0.08	10/11/2000	11/27/2000

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

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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Addition	Salisbury, Falkirk, Section 1	Worcester Court	4089	WE	Worcester Rd., (Rt. 4088)	Cul-De-Sac	0.06	10/11/2000	11/27/2000
Addition	Salisbury, Falkirk, Section 1	Worcester Road	4088	WE	Scituate Ct., (Rt. 4049)	End Of Section	0.04	10/11/2000	11/27/2000
Addition	Salisbury, Falkirk, Section 1	Worcester Road	4088	WE	Thorney Ct., (Rt. 4048)	Scituate Ct., (4049)	0.07	10/11/2000	11/27/2000
Addition	Salisbury, Falkirk, Section 1	Worcester Road	4088	WE	Worcester Ct., (Rt. 4089)	Thorney Ct., (Rt. 4048)	0.07	10/11/2000	11/27/2000
Addition	Salisbury, Falkirk, Section 1	Worcester Road	4088	WE	Salisbury Rd., (Rt. 912)	Worcester Ct., (Rt. 4089)	0.04	10/11/2000	11/27/2000
Addition	Salisbury, Falkirk, Section 2	Dorsetshire Court	4053	WE	Worcester Rd., (Rt. 4088)	Cul-De-Sac	0.03	10/11/2000	11/27/2000
Addition	Salisbury, Falkirk, Section 2	Montemer Road	4028	WE	Worcester Rd., (Rt. 4088)	Winterfield Rd., (Rt. 714)	0.12	10/11/2000	11/27/2000
Addition	Salisbury, Falkirk, Section 2	Worcester Road	4088	SN	Existing Worcester Rd., (Rt. 4088)	Montemer Rd., (Rt. 4028)	0.04	10/11/2000	11/27/2000
Addition	Salisbury, Falkirk, Section 2	Worcester Road	4088	SN	Montemer Rd., (Rt. 4028)	Dorsetshire Ct., (Rt. 4053)	0.10	10/11/2000	11/27/2000
Addition	Salisbury, Falkirk, Section 2	Worcester Road	4088	SN	Dorsetshire Ct., (Rt. 4053)	Cul-De-Sac	0.05	10/11/2000	11/27/2000
Addition	Salisbury, Haverhill Section	Worcester Road	4088	SN	W. Salisbury Rd., (Rt. 902)	Cul-De-Sac	0.08	10/11/2000	11/27/2000
Addition	Southern, Section 3	Blue Creek Place	4513	WE	Walhall Creek Dr., (Rt. 4067)	Cul-De-Sac	0.07	9/13/2000	11/20/2000
Addition	Southern, Section 3	Creek Edge Place	4511	SN	Southcreek Dr., (Rt. 4016)	Cul-De-Sac	0.15	9/13/2000	11/20/2000
Addition	Southern, Section 3	Creek Knoll Court	4512	SN	Majestic Creek Dr., (Rt. 4516)	Cul-De-Sac	0.12	9/13/2000	11/20/2000
Addition	Southern, Section 3	Green Summit Place	4514	WE	Walhall Creek Dr., (Rt. 4067)	Cul-De-Sac	0.06	9/13/2000	11/20/2000
Addition	Southern, Section 3	Majestic Creek Drive	4516	SN	Creek Knoll Ct., (Rt. 4512)	Walhall Creek Dr., (Rt. 4067)	0.08	9/13/2000	11/20/2000
Addition	Southern, Section 3	Majestic Creek Drive	4516	SN	Southern Dr., (Rt. 4016)	Creek Knoll Ct., (Rt. 4512)	0.18	9/13/2000	11/20/2000

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

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Addition	Southcreek, Section 3	Southcreek Drive	4016	WE	Existing Southcreek Dr., (Rt. 4016)	Creek Edge Pl., (Rt. 4511)	0.11	9/13/2000	11/20/2000
Addition	Southcreek, Section 3	Southcreek Drive	4016	WE	Creek Edge Pl., (Rt. 4511)	Majestic Creek Dr., (Rt. 4516)	0.11	9/13/2000	11/20/2000
Addition	Southcreek, Section 3	Walthall Creek Drive	4067	SN	Majestic Creek Dr., (Rt. 4516)	Blue Creek Pl., (Rt. 4513)	0.08	9/13/2000	11/20/2000
Addition	Southcreek, Section 3	Walthall Creek Drive	4067	SN	Green Summit Pl., (Rt. 4514)	End of Section 04 Mi. W of Green Summit Pl., (Rt. 4514)	0.04	9/13/2000	11/20/2000
Addition	Southcreek, Section 3	Walthall Creek Drive	4067	SN	Majestic Creek Dr., (Rt. 4516)	Cul-De-Sac	0.03	9/13/2000	11/20/2000
Addition	Southcreek, Section 3	Walthall Creek Drive	4067	SN	Blue Creek Pl., (Rt. 4513)	Green Summit Pl., (Rt. 4514)	0.06	9/13/2000	11/20/2000
Addition	Southcreek, Section 4	Woodland Hill Drive	4071	SN	Existing Woodland Hill Dr., (Rt. 4071)	Cul-De-Sac	0.14	9/13/2000	11/22/2000
Fairfax						Net Mileage Change Reported:	1.37		
Addition	Barcroft Forest	Barcroft Lane	1272	WE	0.03 Mile South Route 1850	Route 1851	0.14	10/16/2000	11/27/2000
Addition	Barcroft Forest	Purhill Drive	1851	WE	0.03 Mile East Route 1850	Cul-De-Sac	0.11	10/16/2000	11/27/2000
Addition	Hunting Hills, Section 2	Hunting Hills Court	7466	WE	Cul-De-Sac	0.08 Mile South Route 806	0.18	10/16/2000	11/27/2000
Addition	Hunting Hills, Section 3	Hunting Hills Place	8804	WE	Route 7466	0.18 Mile East Route 7466	0.18	10/16/2000	11/27/2000
Addition	Nudley Street	Nudley Street	10272	SN	Route 50	Route 29	0.51	10/30/2000	11/28/2000
Addition	Willow Ponds, Section 5	Heart Leaf Court	10060	WE	Cul-De-Sac	Route 7975	0.08	10/16/2000	11/27/2000
Addition	Willow Ponds, Section 5	Whisper Willow Drive	7975	SN	0.01 Mile North Route 7977	0.01 Mile North Route 10060	0.05	10/16/2000	11/27/2000
Addition	Willow Ponds, Section 5	Winter Willow Drive	7977	WE	Route 7975	Cul-De-Sac	0.09	10/16/2000	11/27/2000
Addition	Willow Ponds, Section 5	Winter Willow Drive	7977	WE	0.08 Mile West Route 7975	0.05 Mile West Route 7975	0.03	10/16/2000	11/27/2000

Fredrick		Net Mileage Change Reported	
Abandonment	0848-5102-B1	Passage Road	Route 631
		648	SN
		Route 631	
			0.01
		0.10 Mile South Stephens City	
			-0.09
			11/20/2000
			11/30/2000

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

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Addition	06-48-5302-B1	Passage Road	648	SN	Route 631	0.10 Mile South Stephens Crk SCL	0.10	11/28/2000	11/30/2000
Geoffland									
Addition	Cedar Run Estates, Sections 1,2 & Cedar Run Road	Cedar Run Court	1007	WE	Route 676	Net Mileage Change Reported Cut-De-Sac	0.05	10/31/2000	11/30/2000
Addition	Cedar Run Estates, Sections 1,2 & Cedar Run Road	Cedar Run Road	1042	WE	Cut-De-Sac	Route 676	0.89	10/31/2000	11/30/2000
Addition	Cedar Run Estates, Sections 1,2 & Cedar Run Road	Cypress Creek	1043	SN	Route 1042	Cut-De-Sac	0.06	10/31/2000	11/30/2000
Addition	Cedar Run Estates, Sections 1,2 & Cedar Run Road	Summit Court	1044	SN	Route 1042	Cut-De-Sac	0.10	10/31/2000	11/30/2000
Addition	Course Point	Goosepelt Court	1025	WE	Cut-De-Sac	Route 676	0.06	9/29/2000	11/28/2000
Jermine City									
Addition	Springhill, Phase 1, 2	Birchwood Lane	1564	WE	Route 1562	Net Mileage Change Reported Route 1571	0.11	10/10/2000	11/28/2000
Addition	Springhill, Phase 1, 3	Cedarwood Lane	1566	SN	Cut-De-Sac	Route 1563	0.11	10/10/2000	11/28/2000
Addition	Springhill, Phase 1, 2	Driftwood Way	1562	WB	Cut-De-Sac	Route 1563	0.25	10/10/2000	11/28/2000
Addition	Springhill, Phase 1, 2	Oakwood Drive	1571	SN	Route 1564	Route 1565	0.11	10/10/2000	11/28/2000
Addition	Springhill, Phase 1, 2	Rosewood Court	1563	SN	Cut-De-Sac	Route 1562	0.10	10/10/2000	11/28/2000
Addition	Springhill, Phase 1, 2	Springhill Drive	1561	SN	Route 613	Route 1562	0.07	10/10/2000	11/28/2000
Addition	Springhill, Phase 1, 2	Teakwood Drive	1565	WE	Cut-De-Sac	Route 1571	0.13	10/10/2000	11/28/2000
Loudoun									
Addition	Cypress, Section 21	Compton Circle	1834	WB	0.30 Mile W. Rt. 1622 @ Internal Circle Interments	Route 1652 via Internal Circle	0.30	3/20/2000	11/28/2000
Addition	Loudoun County Parkway	Loudoun County Parkway	1950	SN	Route 643	Route 625	1.39	11/30/2000	11/30/2000
Addition	Quarter Branch	Canterfield Court	1039	WB	Route 663	Cut-De-Sac	0.40	11/02/2000	11/29/2000

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

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
SPRINGFIELD									
Addition	Park Center, Phase 1, Section 1	Rolling Brook	1389	WE	0.02 MI. south of Rt. 1389 Still Forest Dr.	0.11 MI. south including Cut-De-Sac	0.11	10/5/1999	11/28/2000
Net Mileage Change Reported: 6.11									
ROANOKE									
Addition	Edgemont of Vinton, Section 2	Edgemont Circle	1194	SN	The Intersection of Sunflower Drive	Cut-De-Sac	0.16	9/12/2000	11/21/2000
Addition	Edgemont of Vinton, Section 2	Sunflower Drive	1019	SN	Intersection of Edgemont Circle	Intersection of Ivy Lane	0.22	9/12/2000	11/21/2000
Addition	Edgemont of Vinton, Section 2	Sunflower Drive	1019	SN	The Intersection of Tulip Lane	The Intersection of Edgemont Circle	0.10	9/12/2000	11/21/2000
ROCKINGHAM									
Addition	Town of Broadway - Springbrook, Section 1	Alger Lane	1442	SN	Route 1421 (Springbrook Road)	Route 1421 (Springbrook Road)	0.29	10/3/2000	11/28/2000
Net Mileage Change Reported: 0.29									
RUSSELL									
Addition	Cashwood Heights	Fletcher Drive	1069	WE	Route 1075	Route 1070	0.23	8/7/2000	11/30/2000
Addition	None	None	869	WE	0.20 Mile West Route 656	0.10 Mile West Route 656	0.10	8/7/2000	11/30/2000
Net Mileage Change Reported: 0.33									
SHENANDOAH									
Abandonment	0614-083-B1	South Middle Road	614	WE	0.69 Mile East Route 703 West	0.45 Mile West Route 811	-0.28	10/10/2000	11/30/2000
Addition	0614-085-B1	South Middle Road	614	WE	0.09 Mile East Route 703 West	0.45 Mile West Route 811	0.27	10/10/2000	11/30/2000
Net Mileage Change Reported: 2.13									
SPOTSWYLDEN									
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Adios Court	2123	WE	Int. Palladium Way	0.05 Mile East Of Palladium Way	0.05	10/10/2000	11/29/2000
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Adios Court	2123	WE	Int. Spring Meadow Boulevard	Int. Palladium Way	0.05	10/10/2000	11/29/2000
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Hot Spring Lane	2126	WE	Int. Rose Hill Court	Int. North Dewey Court	0.08	10/10/2000	11/29/2000

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

01-Dec-00
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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Hot Spring Lane	2126	WE	Int. Rappahannock Drive	Int. Sandusky Court	0.05	10/10/2000	11/29/2000
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Hot Spring Lane	2126	WE	Int. Sandusky Court	Int. Ross Hill Court	0.06	10/10/2000	11/29/2000
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Naples Court	2125	SN	Int. Palladium Way	0.02 Mile North Of Palladium Way	0.02	10/10/2000	11/29/2000
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Naples Court	2125	SN	Int. Spring Meadow Boulevard	Int. Palladium Way	0.06	10/10/2000	11/29/2000
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Palladium Way	2124	WE	Int. Aulis Court	Int. Naples Court	0.18	10/10/2000	11/29/2000
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Rappahannock Drive	2121	WE	Int. Salem Fields Boulevard	Int. Spring Meadow Boulevard	0.09	10/10/2000	11/29/2000
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Rappahannock Drive	2121	SN	Int. Spring Meadow Boulevard	Int. Hot Spring Lane	0.30	10/10/2000	11/29/2000
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Rose Hill Court	2128	SN	Int. Hot Spring Lane	0.09 Mile North Of Hot Spring Lane	0.09	10/10/2000	11/29/2000
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Salem Fields Boulevard	2120	WE	Int. Rt. 627 (Gardow Road)	0.42 Mi. E Of Rt. 627	0.42	10/10/2000	11/29/2000
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Sandusky Court	2127	SN	Int. Hot Spring Lane	0.09 Mile North Of Hot Spring Lane	0.09	10/10/2000	11/29/2000
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Spring Meadow Boulevard	2122	WE	Int. Aulis Court	Int. Naples Court	0.25	10/10/2000	11/29/2000

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

01-Dec-00
7

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Addition	Salem Fields, Sections 9A, 9B, 10A, 10B, Parcel E	Spring Meadow Boulevard	2122	WE	Rappahannock Drive	Adios Court	0.03	10/10/2000	11/29/2000
Addition	Salem Run, Section 5, Phases 2, 3	Collinwood Court	1498	SN	Int. Rt. 1465 (Abington Ct.)	Int. Rt. 1499 (Halifax Ct.)	0.22	9/12/2000	11/21/2000
Addition	Salem Run, Section 5, Phases 2, 3	Halifax Court	1499	WE	Int. Rt. 1498 (Collinwood Ct.)	Cul-De-Sac	0.04	9/12/2000	11/21/2000
Addition	Salem Run, Section 5, Phases 2, 3	Halifax Court	1499	WE	Int. Rt. 1431 (Salem Run Blvd.)	Int. Rt. 1498 (Collinwood Ct.)	0.03	9/12/2000	11/21/2000
Stafford									
Addition	Park Ridge, Sections 12, 13	Stonemerge Court	1579	WE	Inter. Rte. 1578 (Watermill Ct.)	Inter. Rte. 1579 (Stonemerge Ct.)	1.88	10/17/2000	11/29/2000
Addition	Park Ridge, Sections 12, 13	Watermill Court	1578	WE	Inter. Rte. 1588 (Sterlingros Ct.)	Inter. Rte. 1579 (Stonemerge Ct.)	0.04	10/17/2000	11/29/2000
Addition	Park Ridge, Sections 12, 13	Watermill Court	1578	WE	Inter. Rte. 1579 (Stonemerge Ct.)	0.02 ML W. Inter. Rte. 1579 (Stonemerge Ct.)	0.02	10/17/2000	11/29/2000
Addition	Shelton's Run, Section 2, Phase 3	Kerrise Court	1573	WE	Inter. Rt. 1595 (Walt Whisman Blvd.)	0.14 ML E. Rt. 1595	0.14	10/17/2000	11/29/2000
Addition	Summerwood, Sections 2, 3A, 3B	Danbury Forest Lane	1744	WE	Inter. Rte 1741 (Puri Lane)	Inter. Rte 1743 (Willow Glen Ct.)	0.10	10/17/2000	11/29/2000
Addition	Summerwood, Sections 2, 3A, 3B	Forest Vista Lane	1742	WE	Inter. Rte 1741 (Puri Ln)	Inter. Rte 1743 (Willow Glen Ct.)	0.10	10/17/2000	11/29/2000
Addition	Summerwood, Sections 2, 3A, 3B	Langley Court	1745	WE	Inter. Rte 1743 (Willow Glen Ct.)	0.07 MI W Inter. Rte 1743 (Willow Glen Ct.)	0.07	10/17/2000	11/29/2000
Addition	Summerwood, Sections 2, 3A, 3B	Puri Lane	1741	SN	Inter. Rte 1744 (Danbury Forest Ln)	Inter. Rte 780 (Sunny Brook Ln)	0.07	10/17/2000	11/29/2000
Addition	Summerwood, Sections 2, 3A, 3B	Puri Lane	1741	SN	Inter. Rte 780 (Sunny Brook Ln)	0.10 MI N Inter. Rte 780 (Sunny Brook Ln)	0.10	10/17/2000	11/29/2000
Addition	Summerwood, Sections 2, 3A, 3B	Puri Lane	1741	SN	Inter. Rte 1742 (Forest Vista Lane)	Inter. Rte 1744 (Danbury Forest Lane)	0.07	10/17/2000	11/29/2000
Addition	Summerwood, Sections 2, 3A, 3B	Puri Lane	1741	SN	Inter. Rte 1740 (Summerwood Dr.)	Inter. Rte 1742 (Forest Vista Lane)	0.18	10/17/2000	11/29/2000

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

01-Dec-00
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System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Addition	Summerwood, Sections 2,3A,3B	Summerwood Drive	1740	SN	Inter. Rte. 687 (Hope Road)	Inter. Rte. 1741 (Purs Lane)	0.08	10/17/2000	11/29/2000
Addition	Summerwood, Sections 2,3A,3B	Sunny Brooke Lane	780	WE	Inter. Rte. 1741 (Purs Ln.)	0.03 Mi. E. Inter. Rte. 781 (Ballantine Cr.)	0.04	10/17/2000	11/29/2000
Addition	Summerwood, Sections 2,3A,3B	Willow Glen Court	1743	SN	Inter. Rte. 1745 (Langley Ct)	0.10 Mi S Inter Rte 1745 (Langley Ct)	0.10	10/17/2000	11/29/2000
Addition	Summerwood, Sections 2,3A,3B	Willow Glen Court	1743	SN	Inter. Rte. 1742 (Forest Vista Ln)	Inter. Rte. 1744 (Danbury Forest Ln)	0.10	10/17/2000	11/29/2000
Addition	Summerwood, Sections 2,3A,3B	Willow Glen Court	1743	SN	Inter. Rte. 1744 (Danbury Forest Ln)	0.06 Mi N Inter Rte 1744 (Danbury Ct)	0.06	10/17/2000	11/29/2000
Addition	Summerwood, Sections 2,3A,3B	Willow Glen Court	1743	SN	Inter. Rte. 1742 (Forest Vista Ln)	Inter. Rte. 1745 (Langley Ct)	0.06	10/17/2000	11/29/2000
Addition	Williamsburg on the Potomac, Section 1	Aztec Drive	1383	SN	Inter. Rt. 621 (Marlborough Point Rd.)	Inter. Rt. 1384 (Drummers Cove)	0.24	10/17/2000	11/29/2000
Addition	Williamsburg on the Potomac, Section 1	Drummers Cove	1384	WE	Inter. Rt. 1383 (Aztec Dr.)	0.09 Mi. W. Inter. Rt. 1383 (Aztec Dr.)	0.09	10/17/2000	11/29/2000
Addition	Williamsburg on the Potomac, Section 1	Drummers Cove	1384	WE	Inter. Rt. 1383 (Aztec Dr.)	0.09 Mi. E. Inter. Rt. 1383 (Aztec Dr.)	0.09	10/17/2000	11/29/2000

Washington	Net Mileage Change Reported	0.16
Addition	0844-095-284, CS01 - DND ADD	0.16
	Gaude Highlands Industrial Park Road	0.16
	Route 91	0.16
	Col-De-Sac	0.16
	Route 91	0.16

York	Net Mileage Change Reported	0.12
Addition	Villages of Kün Creek Corporate Center 9	0.12
	Cyberstiers Way	0.12
	Route 1800	0.12
	0.12 miles west of Route 1800	0.12
	0.11 miles north of Route 171	0.12



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1929

SHIRLEY J. YBARRA
CHAIRMAN

Agenda item # 4-4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD December 14, 2000

MOTION

Made By: Mr. Klinge Seconded By: Mr. Martin Action: Motion Approved

Title: Land Conveyance, Route 202, Westmoreland County

WHEREAS, in connection with Route 202 (formerly Route 607), State Highway Project 656-C, the Commonwealth acquired certain land from G. W. Collins and R. H. Hale by deed dated July 9, 1931, recorded in Deed Book 90, Page 117, in the Office of the Clerk of the Circuit Court of Westmoreland County; and

WHEREAS, in accordance with Section 33.1-148 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board at its meeting held March 16, 2000, abandoned a section of Old Route 202; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the land containing 0.1815 acre, more or less, and being a section of Route 202, lying northeast of and adjacent to the northeast right of way line of Route 3, from a point approximately 30 feet opposite approximate Station 444+42 (WBL centerline, Project 0003-096-V14, RW-201) to a point approximately 50 feet opposite approximate Station 446+62 (WBL centerline, Project 0003-096-V14, RW-201) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System; and

WHEREAS, the adjacent landowner has requested that the surplus land be conveyed.

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

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WE KEEP VIRGINIA MOVING



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda item # 4-B

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Killge Seconded By: Mr. Martin Action: Motion Approved

Title: Land Conveyance, Criser Road, Town of Front Royal, Warren County

WHEREAS, Public Law 104-59, Section 349 (b) dated November 28, 1995, authorized the Secretary of the Interior to transfer certain roads located within the Shenandoah National Park to the Commonwealth of Virginia; and

WHEREAS, the United States of America, Department of Interior, conveyed certain roads within the Shenandoah National Park to the Commonwealth of Virginia by deed dated February 25, 1999, recorded as instrument number 000025 in the Office of the Clerk of the Circuit Court of Warren County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 1.5988 acres, more or less, and being shown as Part 1 and Part 2 on plat entitled "Plat of Proposed Widening Strips for Criser Road A Portion of the Land of the Shenandoah National Park to be acquired by the Town of Front Royal" dated January 25, 1994, and the 50-foot right of way containing 9.17 acres, more or less, and being shown on plat entitled "Plat Showing 50-ft. Right of Way on the land of the Shenandoah National Park for the Warren County School Board" dated June 17, 1996, do not constitute sections of the public road and are deemed by him no longer necessary; and

WHEREAS, the Town of Front Royal has requested that the lands within the Town be conveyed; and

WHEREAS, the Warren County School Board has requested that the 50-foot right of way adjacent to its property be conveyed.

WE KEEP VIRGINIA MOVING

Resolution of the Board
Conveyance – Criser Road – Warren County – USA
December 14, 2000
Page Two

NOW, THEREFORE, the conveyance of the said lands, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute, in the name of the Commonwealth, deeds, without warranty, conveying the lands for considerations satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

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COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1938

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item B 4 C

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Klinge Seconded By: Mr. Martin Action: Motion Approved

Title: Land Conveyance, Route 83, Dickenson County

WHEREAS, in connection with Route 83, State Highway Project 0083-025-102, C501, the Commonwealth acquired certain lands from A. J. Booth and Rucha Booth by deed dated May 1, 1962, recorded in Deed Book 122, Page 438, and from The Pittston Company by Deed dated February 25, 1963, recorded in Deed Book 125, Page 227; and in connection with Route 83, State Highway Project 0083-025-110, RW203, the Commonwealth acquired certain lands from A. J. Booth and Rucha Booth by Deed dated September 4, 1974, recorded in Deed Book 167, Page 612. These deeds are recorded in the Office of the Clerk of the Circuit Court of Dickenson County; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the lands containing 0.670 acre, more or less, and lying north of and adjacent to the north right of way line of Route 83, from a point approximately 40 feet opposite approximate Station 635+20 (Route 83 construction centerline, Project 0083-025-110, RW203), to a point approximately 25 feet opposite approximate Station 638+00 (Route 83 construction centerline, Project 0083-025-110, RW203), were acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Route 83 and do not constitute a section of the public road and are deemed by him no longer necessary for the uses of the State Highway System; and

WHEREAS, the Dickenson County Board of Supervisors has requested that the lands be conveyed.

WE KEEP VIRGINIA MOVING

Resolution of the Board
Conveyance – Rte 83 – Dickenson County
Dickenson County Board of Supervisors
December 14, 2000
Page 2

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

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BID RESULTS

NOVEMBER 28, 2000

Job Des.	Project No:	Rte. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
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INTERSTATE

1	805-05-1190, SIDA MAINTENANCE FUNDS	1-66	LOCATION: VAN DORP ST. RAMP 2 & C, 2.1 MI E. INT. 1-95 & 1-76	AWARD	CURMAN CONSTRUCTION, INC. ANNAPOLIS JUNCTION, MD.	3	\$1,629,376.36
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FARMER CO.

REINSTR. REPLACEMENT, ERECTOR MODIFICATIONS & APPROACH WORK

2	605-05-075-101, CSO CONSTRUCTION FUNDS	1-65	LOCATION: INT. RTE. 200	AWARD	TAYRES CONCRETE CO., INC. LORTON, VA.	5	\$553,716.90
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FRNCE WILLIAM CO.
PARKING FACILITY EXPANSION, INCLUDES GRADING, DRAINAGE, ASPHALT PAVE., SIGNS, SIGNAL MODIFICATION, LIGHTING & DECOR

3	77-1E-01 MAINTENANCE FUNDS	1-44	FROM: M.P. 0.89 CT OF HA, CITY OF HAMPTON TO: M.P. 19.44 AT POWERS HILL, CITY OF COESBROUGH HARRISON ROADS DISTRICT INSTALL TYPE B, C, VI PAVEMENT MARKINGS	AWARD	ROADMARK CORP. DURHAM, NC.	2	\$1,266,867.53
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3 INTERSTATE PROJECTS AWARDED @ \$3,442,950.73

BID RESULTS

NOVEMBER 24, 2000

Job Des.	Project No.	Kib. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Blal
1 115	6071-054-101, C001 CONSTRUCTION FUNDS	37	LOCATION: RTE 37 INTERCHANGES AT RTE 11 FREDERICK CO. INTERCHANGES MODIFICATIONS, INCLUDES GRADING, DRAINAGE, ASPHALT PAVE, UTILITIES & SIGNALS	AWARD	FERRY ENGINEERING COMPANY, INC. WINCHESTER, VA.	6	\$2,319,748.99
2 109	6071-076-104, C001, 8431-0411 CONSTRUCTION FUNDS	54	FROM: 2.4 KM N. OF HOL STUART TO: 0.1 KM W. RTE 105 PATRICK CO. 1.00 KM GRADING, DRAINAGE, ASPHALT PAVE, RETAINING STR, QUANTULION, SIGNS, UTILITIES & BRIDGES	AWARD	E. S. JONES AND ASSOCIATES, INC. ABINGDON, VA.	4	\$15,334,501.32
3 142	0371-054-1042, S009 MAINTENANCE FUNDS	751	LOCATION: RTE 311 OVER SNEYDELL BRANCH, 0.4 KM N. RTE 442 MADISON CO. BRIDGE REPLACEMENT, RETRACT EXISTING STR. WITH DOUBLE T X 8 BOX CULVERT	AWARD	RIVER VIEW INVESTMENTS, INC. MADISON, VA.	4	\$422,467.55
4 118	0071-051-101, M004 CONSTRUCTION FUNDS	297	FROM: R-12 MI S. RTE. 443 TO: 0.10 MI N. RTE. 443 LOUISIANA CO. 0.11 MI GRADING, DRAINAGE & ASPHALT PAVEMENT	AWARD	GENERAL EXCAVATION, INC. WARRENTON, VA	4	\$531,785.00

BID RESULTS

NOVEMBER 28, 2000

Job Date	Project No.	Site No.	Location and Work Type	RECOMMENDATION	Contractor	Ns. of Bids	Bid
8 03	601-04-177, CMR CONSTRUCTION FUNDS	804	FROM ROUTE 16 RTE 401 TO: ROUTE 16 RTE 401 HALLMAN CO. 6401 HIGHLAND DRIVE ASPHALT PAVEMENT & CURBS	AWARD	ROY H. FORD CO., INC. BLAIRS, VA.	9	\$281,395.59
8 14	506-01-05, CMR CONSTRUCTION FUNDS	16	VARIOUS LOCATIONS ON ROUTE 16 SMITH & YAGERWELL COUNTIES PUSHER AND INSTALL GLOBEVAL	AWARD	THE RUTH COMPANY LEESBORO, N.C.	5	\$35,212.85
9 07	601-04-05, CMR CONSTRUCTION FUNDS	207	LOCATION: RTE 217 OVER NORTH FORK CROCKETT CREEK; 0.4 MI E SITE 401 LOUGHELEN CO. BRIDGE WIDENING, SUPERSTR. REPLACEMENT IN NORTH SUPPORT, RETAINING WALLS & APPROACHES	REJECT	MOORE BRIDGE CO., INC. VERNONA, VA.	4	\$1,899,204.50

6 PRIMARY PROJECTS AWARDED @ \$19,862,302.18; 1 PRIMARY PROJECT REJECTED @ \$1,899,204.50

BID RESULTS

NOVEMBER 28, 2009

Job Des.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1 86	644-024-PA, MSST CONSTRUCTION FUNDS	644	ROUTE 217/218 N. RTE. 1 TO: RTE. 174 WHEELER CO. 2.815 KM RECONSTRUCTION INCLUDES GRADING, DRAINAGE, ASPHALT SURFACE TREAT. & INCHES	AWARD	LANCO PAVING, INC. VIENNA, VA.	1	\$50,726.45
2 87	644-024-PA, CS4 CONSTRUCTION FUNDS	140	ROUTE 600/601 E. MARSHALL POND RD. TO: 600/601 E. BURKE LAKE RD. FAIRFAX CO. 1.414 KM DRAINAGE, DRAINAGE, ASPHALT PAVE., SIGNALS & UTILITIES	AWARD	TAYLOR CONCRETE CO., INC. LORSTON, VA.	7	\$1,894,264.29
3 90	614-044-PA, B414 CONSTRUCTION FUNDS	146	LOCATION: RTE. 746/747 C&F PASTURE RIVER ROCKINGHAM CO. BRIDGE TRUSS REHABILITATION	AWARD	ALLEGHENY CONSTRUCTION COMPANY, INC. BOANOCKE, VA.	4	\$2,101,783.00
4 91	644-024-PA, MSST CONSTRUCTION FUNDS	644	ROUTE 746/747 LEE CO. 1.45 KM DRAINAGE, DRAINAGE & ASPHALT SURFACE TREATMENT	AWARD	GLASS MACHINERY AND EXCAVATION, INC. JONESVILLE, VA.	5	\$27,089.43

SECONDARY

BID RESULTS

NOVEMBER 24, 2000

Job Dist.	Project No.	RMA No.	Location and Work Type	RECOMMENDATION	Contractor	Nu. of Bids	Bid
5	1444-117, 1454; 1441-145-146, 1469 CONSTRUCTION PAVING	1444	FROM: 641 NW RTE 417 TO: RTE 448 HERNDON CO. 5.46 MI ROAD RECONSTRUCTION WITH SURFACE TREATMENT	AWARD	FLECKER CONSTRUCTION CO. SPALDINGTON, VA.	7	\$348,000.00
6	071-482 PSL NUSE CONSTRUCTION PAVING	71	FROM: RTE 412 TO: RTE 716 (NW RTE 689) TO: IMPROVEMENTS FOR RTE 711) ASHEBORO CO. 8.70 MI GRANITE DRAINAGE STABILIZATION IN INCISE	AWARD	UNLIMITED EXCAVATING, INC. SCOTTSVILLE, VA	7	\$168,264.50
7	1461-011-177 NUSE CONSTRUCTION PAVING	81	FROM: RTE. 716 TO: 1.00 MI W. RTE. 718 FRANKLIN CO. 1.00 MI GRASSING, DRAINAGE, SURFACE TREATMENT & INCISE	AWARD	F. B. CONSTEL CO., INC. HILLSVILLE, VA.	9	\$266,873.00
8	011-00-013, 1468 CONSTRUCTION PAVING	117	FROM: RTE. 700 TO: RTE. 719 FAUQUIER CO. 2.80 MI GRADING, DRAINAGE & STABILIZATION	AWARD	RAFFAWAN, INC. FRONT ROYAL, VA.	3	\$445,859.00

SECONDARY

BID RESULTS

NOVEMBER 28, 2008

Job Des.	Project No.	Site No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
9 714	0605-081571, 16045 0605-081754, 15108 CONSTRUCTION FUND	08	FROM ETL 04 TOWERS W. E. GREENE LUXURY HOME	AWARD	UNLIMITED EXCAVATING, INC. SCOTTSDALE, VA	6	\$100,000.00

SECONDARY

ALDENHALL & GREENE
COUNTY
1.00 MI GRADING, DRAINAGE &
STABILIZATION

9 SECONDARY PROJECTS AWARDED @ \$6,218,827.88

BID RESULTS

NOVEMBER 24, 2000

Job Des.	Project No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1	100-10-101 CS#1 604-464306 CS#2 CONSTRUCTION FUNDS	TWOY TRAIL: NUNAKA RD RD 2 ON CONSTRUCTION FUNDS TO: 1000 SW 2 OF BEL TOWN OF VIRTON TOWN OF VICTORY A ROADWORK CO. 1 AM PM GRADE AND DRAINAGE ASPHALT PAVEMENT, RECORDS, SEWER, UTILITIES & DRAINAGE PER	AWARD	ALLEGRETTI CONSTRUCTION COMPANY, INC. ROANOKE, VA.	4	\$1,114,000.35
2	700-10-101 CS#1 BMS, BMS CONSTRUCTION FUNDS	LOCATION: RTE 29 BRADY ST J OVER 1000 BYVA CITY OF DANVILLE SQUARES WITH A PERSONALITY OVER THE DAM RIVER	AWARD	GLADE EAST, LLC MT AILEY, TN	4	\$13,940,000.21
3	100-10-102 CS#1 CONSTRUCTION FUNDS	CITY FROM: 0-1 KM S.S. DEWART DR. TO: CLAY ST.	AWARD	E. V. WILLIAMS, INC. VIRGINIA BEACH, VA.	4	\$1,200,000.38
4	100-127-101 M101 CONSTRUCTION FUNDS	FROM: CLAY ST. TO: BANK ST. CITY OF BRANSDEN 1.5 KM GRADING, DRAINAGE, ASPHALT PAVEMENT, RECORDS, SEWER, UTILITIES & UTILITIES	AWARD	MOORE INC. DORA MARION HILL ELECTRIC AND TRAFFIC SIGNALS RICHMOND, VA.	2	\$285,570.00
	100-10-103	CITY OF RATIONED SIGNAL MODIFICATION AT 9TH STREET				

4 URBAN PROJECTS AWARDED @ \$94,000,764.02

BID RESULTS

NOVEMBER 28, 2008

Job Dist.	Project No.	Rec. No.	Locations and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1	(BFO) 201-044-007 CONSTRUCTION FUNDS	VAR.	VAR. VARIOUS LOCATIONS	AWARD	THE RICHARDSON-WAYLAND ELECTRICAL CORPORATION ROANOKE, VA.	2	\$1,533,543.76
	01-044-002A		RICHMOND DISTRICT INSTALLATION & MODIFICATION OF TRAFFIC SIGNALS				
2	U14 M-34-00 MAINTENANCE FUNDS	VAR.	VAR. VARIOUS LOCATIONS	AWARD	ALLED CONST. CO. INC. AMHERST, VA.	2	\$252,901.50
			SHERANDOAH & PULBLICK COUNTIES MISCELLANEOUS CONCRETE REPAIR				
3	(BFO) 201-044-007 CONSTRUCTION FUNDS	VAR.	VAR. VARIOUS LOCATIONS	REJECT	THE RICHARDSON-WAYLAND ELECTRICAL CORPORATION ROANOKE, VA.	3	\$4,835,995.73
	01-044-002A		HAMPTON ROADS DISTRICT INSTALLATION & MODIFICATION OF TRAFFIC SIGNALS				

2 MISCELLANEOUS PROJECTS AWARDED @ \$1,786,445.26; 1 MISCELLANEOUS PROJECT REJECTED @ \$4,835,995.73

BID RESULTS

NOVEMBER 28, 2006

Job Dist.	Project No.	Res. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1	ST-18-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS MISTON DISTRICT SURFACE TREATMENT SCHEDULE	AWARD	W-L CONSTR. & PAVING, INC. CHULHOWIE, VA.	3	\$1,400,383.29
2	ST-18-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS MISTON DISTRICT SURFACE TREATMENT SCHEDULE	AWARD	ADAMS CONSTR. COMPANY BOANOCKE, VA.	3	\$349,890.44
3	ST-18-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS SALEM DISTRICT SURFACE TREATMENT SCHEDULE	AWARD	ADAMS CONSTR. COMPANY BOANOCKE, VA.	1	\$389,119.03
4	ST-18-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS SALEM DISTRICT SURFACE TREATMENT SCHEDULE	AWARD	ADAMS CONSTR. COMPANY BOANOCKE, VA.	1	\$186,170.00

BID RESULTS

NOVEMBER 24, 2000

Job Des.	Project No:	Ric. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
5 20	ST-21-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	WHITHELUST PAVING COMPANY, INC. RICHMOND, VA.	3	\$995,285.33
ASPHALT SURFACE TREATMENT							
			SALEM DISTRICT SURFACE TREATMENT SCHEDULE				
4 20	ST-20-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	ADAMS CONSTR. COMPANY ROANOKE, VA.	1	\$645,804.01
ASPHALT SURFACE TREATMENT							
			SALEM DISTRICT SURFACE TREATMENT SCHEDULE				
7 20	ST-22-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	WHITHELUST PAVING COMPANY, INC. RICHMOND, VA.	2	\$513,139.94
ASPHALT SURFACE TREATMENT							
			SALEM DISTRICT SURFACE TREATMENT SCHEDULE				
6 20	ST-23-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	WHITHELUST PAVING COMPANY, INC. RICHMOND, VA.	1	\$739,858.10
ASPHALT SURFACE TREATMENT							
			LYNCHBURG DISTRICT SURFACE TREATMENT SCHEDULE				

BID RESULTS

NOVEMBER 28, 2009

Job Des.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
9 2A	ST-20-01 MAINTENANCE FUNDS	VAB	VARIOUS LOCATIONS	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA.	3	\$704,246.28
			LYNCHBURG DISTRICT SURFACE TREATMENT SCHEDULE				
10 2A	ST-20-01 MAINTENANCE FUNDS	VAB	VARIOUS LOCATIONS	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA.	1	\$917,518.87
			LYNCHBURG DISTRICT SURFACE TREATMENT SCHEDULE				
11 2B	ST-20-01 MAINTENANCE FUNDS	VAB	VARIOUS LOCATIONS	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA.	1	\$1,314,182.14
			LYNCHBURG DISTRICT SURFACE TREATMENT SCHEDULE				
12 2B	ST-20-01 MAINTENANCE FUNDS	VAB	VARIOUS LOCATIONS	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA.	1	\$642,838.55
			LYNCHBURG DISTRICT SURFACE TREATMENT SCHEDULE				

BID RESULTS

NOVEMBER 28, 2009

Job Des.	Project No.	Ris. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
15 001	ST-48-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	R. P. SHORT & SON PAVING CO., INC. PETERSBURG, VA.	2	\$1,435,453.91
ASPHALT SURFACE TREATMENT							
			RICHMOND DISTRICT SURFACE TREATMENT SCHEDULE				
14 008	ST-48-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA.	1	\$649,579.04
			RICHMOND DISTRICT SURFACE TREATMENT SCHEDULE				
18 001	ST-48-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	R. P. SHORT & SON PAVING CO., INC. PETERSBURG, VA.	2	\$553,140.24
			RICHMOND DISTRICT SURFACE TREATMENT SCHEDULE				
20 001	ST-48-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA.	2	\$489,200.21
			RICHMOND DISTRICT SURFACE TREATMENT SCHEDULE				

BID RESULTS

NOVEMBER 28, 2008

Job Des.	Project No.	Dist. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
17 501	ST-30-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	WHITEHORST PAVING COMPANY, INC. RICHMOND, VA.	2	\$504,461.05
ASPHALT SURFACE TREATMENT							
18 502	ST-30-01 MAINTENANCE FUNDS	VAR.	HAMPTON ROADS DISTRICT SURFACE TREATMENT SCHEDULE	AWARD	B. P. SHORT & SON PAVING CO., INC. PETERSBURG, VA.	1	\$433,166.18
19 600	ST-40-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	PAVING CONTRACTORS, INC. VILLAGE, VA.	1	\$438,087.36
FREDERICKSBURG DISTRICT							
20 601	ST-40-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	PAVING CONTRACTORS, INC. VILLAGE, VA.	1	\$720,571.08
FREDERICKSBURG DISTRICT							
21 602	ST-40-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	PAVING CONTRACTORS, INC. VILLAGE, VA.	1	\$720,571.08

BID RESULTS

NOVEMBER 25, 2000

Job Des.	Project No.	Site No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
21 70	ST-70-41 MAINTENANCE FUNDS	VA1	VARIOUS LOCATIONS	AWARD	PAYNE PAVING CO., INC. SCOTTSVILLE, VA.	1	\$742,818.19
			CULPEPER DISTRICT SURFACE TREATMENT SCHEDULE				
22 70	ST-70-41 MAINTENANCE FUNDS	VA1	VARIOUS LOCATIONS	AWARD	PAYNE PAVING CO., INC. SCOTTSVILLE, VA.	1	\$646,200.60
			CULPEPER DISTRICT SURFACE TREATMENT SCHEDULE				
23 70	ST-70-41 MAINTENANCE FUNDS	VA1	VARIOUS LOCATIONS	AWARD	PAYNE PAVING CO., INC. SCOTTSVILLE, VA.	1	\$766,636.73
			CULPEPER DISTRICT SURFACE TREATMENT SCHEDULE				
24 70	ST-70-41 MAINTENANCE FUNDS	VA1	VARIOUS LOCATIONS	AWARD	PAYNE PAVING CO., INC. SCOTTSVILLE, VA.	1	\$417,676.13
			CULPEPER DISTRICT SURFACE TREATMENT SCHEDULE				

BID RESULTS

NOVEMBER 28, 2000

Job Dist.	Project No:	Rib No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
ASPHALT SURFACE TREATMENT							
04	ST-04-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA.	1	\$495,133.45
			STAUNTON DISTRICT SURFACE TREATMENT SCHEDULE				
04	ST-04-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA.	1	\$703,496.12
			STAUNTON DISTRICT SURFACE TREATMENT SCHEDULE				
04	ST-04-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA.	1	\$272,062.28
			STAUNTON DISTRICT SURFACE TREATMENT SCHEDULE				
04	ST-04-01 MAINTENANCE FUNDS	VAR.	VARIOUS LOCATIONS	AWARD	WHITEHURST PAVING COMPANY, INC. RICHMOND, VA.	1	\$311,256.44
			STAUNTON DISTRICT SURFACE TREATMENT SCHEDULE				

28 SURFACE TREATMENT SCHEDULES AWARDED @ \$18,571,315.14

BID RESULTS

BIDS RECEIVED OCTOBER 3, 2000

BY THE CITY OF WINCHESTER

Job Dist.	Project No:	Rtg. Mx	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
3	EN1281		1000-111-008 MOB CONSTRUCTION FUNDS	MISCELLANEOUS			
			LOCATION: INT. PLEASANT VALLEY RD. & PAPERBILL RD.	AWARD	RICHARDSON-WAYLAND ELECTRICAL CORP. ROANOKE, VA	2	\$102,982.00
	STP-91-04119		CITY OF WINCHESTER INSTALL TRAFFIC SIGNAL				

BID RESULTS

BIDS RECEIVED OCTOBER 17, 2009

BY FLUVANNA COUNTY

Job Dist.	Project No:	Rte. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1	EP99-022-172, CMO CONSTRUCTION FUNDS		LOCATION: VILLAGE GATEWAY PARK & PALATKA MILL	AWARD	JRC CONSTRUCTION, INC. BRANDY STATION, VA	1	\$131,000.00

MENCELLANTRUIS

FLUVANNA CO.
CONSTRUCT 0.5 MI PEDESTRIAN
TRAIL, RECONSTRUCT PARKING
AREA & ENTRANCE TO PARK
AND STABILIZE PALATKA MILL

TBA-022-11009

BID RESULTS

BIDS RECEIVED NOVEMBER 9, 2000

BY THE CITY OF STAUNTON

Job Desc.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
ENTR	UR00-112-107, CMA CONSTRUCTION FUNDS		LOCATION: AUGUSTA STREET	AWARD	CONTRACTING UNLIMITED, INC. HARRISONBURG, VA	4	\$1,059,360.00

MISCELLANEOUS

CITY OF STAUNTON
DOWNTOWN STREETSCAPING;
INCLUDES INSTALLATION OF
BRICK SIDEWALKS
LANDSCAPING & DECORATIVE
LIGHTING

HPD-3112110



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item # 6-1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. White Seconded By: Mr. Klinge Action: Motion Approved

Title: Memorandum of Agreement - Environmental Water Quality Services
Route 58 between Towns of Hillsville and Stuart
in Counties of Carroll, Floyd and Patrick
Parsons Transportation Group, Inc.

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the activities to meet those objectives it is necessary to supplement the Environmental Division staff for the preparation and coordination of water quality permits and compensation site designs, and related technical studies for the following seven Route 58 projects between Hillsville and Stuart in Carroll, Floyd, and Patrick Counties: 0058-017-E13, C501; 0058-962-E02, C501; New Project # to be assigned; 0058-070-E18, C501; 0058-070-E19, C501; 0058-017-E11, C501; and 0058-017-E12; and

WHEREAS, in accordance with the Department policy and state procurement procedures, a firm proposal has been received from Parsons Transportation Group Inc.; and

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and are set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board authorizes the execution of the Agreement with the firm of Parsons Transportation Group, Inc., which establishes a maximum total compensation of \$ 2,480,311.00 for services and expenses. This compensation will be paid on a fixed billable rates plus non-salary direct cost basis.

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WE KEEP VIRGINIA MOVING



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item # 6-B

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. White Seconded By: Mr. Klinge Action: Motion Approved

**Title: Memorandum of Agreement – Design, Technical Assistance
Route 81- Frederick and Rockingham Counties
HNTB**

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for providing the design of signs, signals, roadway lighting, pavement markers/markings and ITS elements, the review of catalog cuts/shop drawings and providing technical assistance to the Department during construction for the Route 81 widening projects 0081-034-119, PE-101; 0081-034-119, PE-102; 0081-034-119, PE-103; 0081-082-123, PE-101; 0081-082-123, PE-102; 0081-082-123, PE-103, in Frederick and Rockingham Counties, it is necessary to supplement its staff; and

WHEREAS, in accordance with Department policy and State Procurement procedures a firm proposal has been received from HNTB for said services; and

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and is set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of HNTB, which establishes a maximum total compensation not to exceed \$6,493,946.47.

####

WE KEEP VIRGINIA MOVING



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1039

SHIRLEY J. YBARRA
CHAIRMAN

Agenda item # 6-C

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. White Seconded By: Mr. Klinge Action: Motion Approved

Title: Memorandum of Agreement - Limited Services Design Contract
Richmond, Salem & Bristol Districts
Earth Tech, Inc.

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for providing professional engineering services to prepare incidental right of way and construction plans on a limited services basis for the Richmond, Salem and Bristol Districts it is necessary to supplement its staff; and

WHEREAS, in accordance with Department policy and State Procurement procedures a firm proposal has been received from Earth Tech, Inc., for said services; and

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and is set forth in a Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of the Agreement with the firm of Earth Tech, Inc., which establishes a maximum total compensation not to exceed \$2,500,000.00.

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COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item # 7-4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. White Seconded By: Ms. Lionberger Action: Motion Approved

Title: Location & Design:
East Market Street -Town of Leesburg

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in Leesburg Town Hall, Lower Level Conference Room, located at 25 West Market Street, Leesburg, Virginia on Thursday, March 30, 2000 between 4:00 p.m. and 7:00 p.m., for the purpose of considering the location and major design features for East Market Street from 0.03 mile (0.04 km) east of the intersection of Loudoun Street to 0.10 mile (0.16 km) east of the intersection of Catactin Circle, State Project U000-253-V08, PE101, RW201, C501, Federal Project STP-5453(); and

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

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

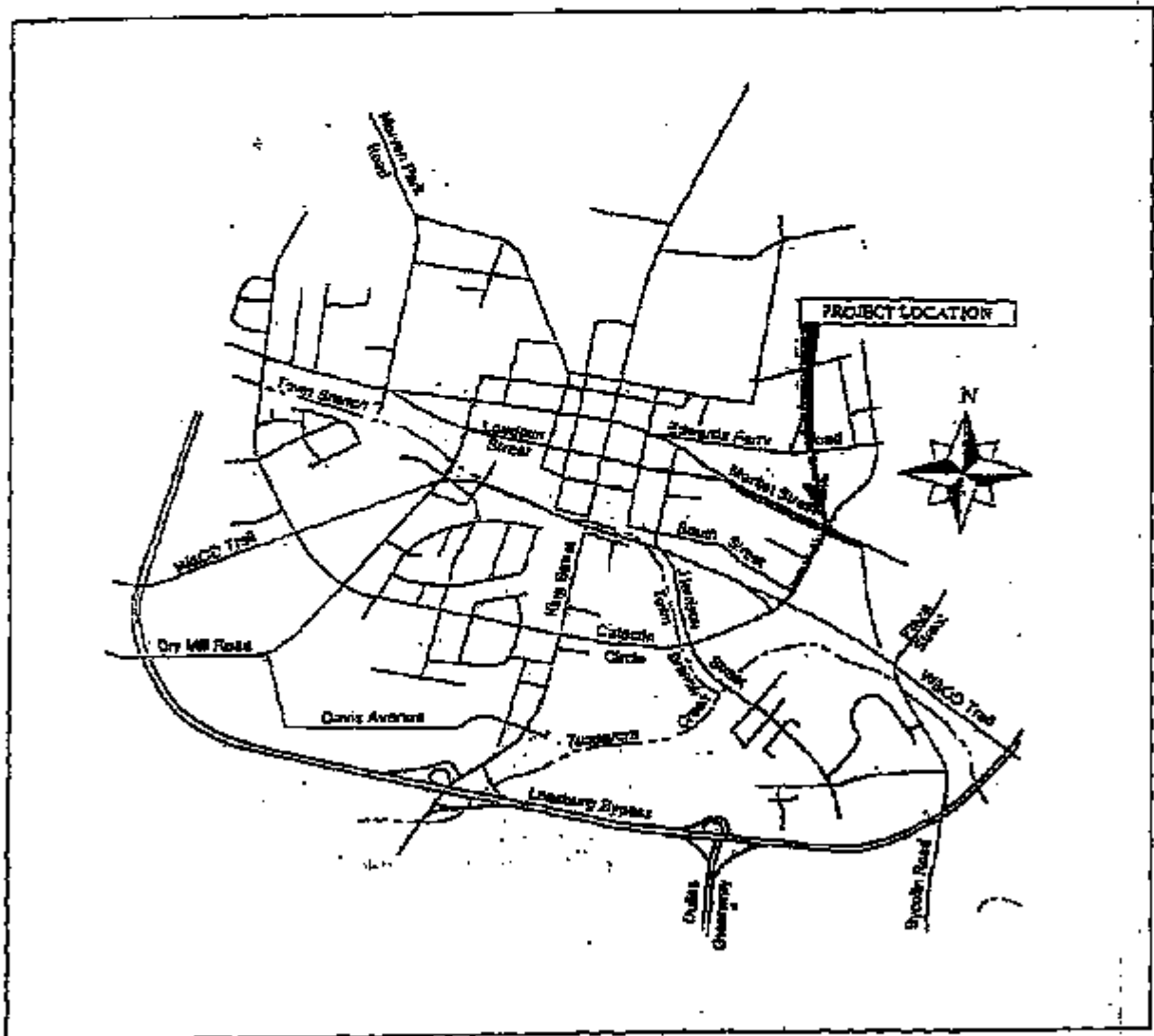
NOW, THEREFORE, BE IT RESOLVED that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers.

####

WE KEEP VIRGINIA MOVING

EAST MARKET STREET IMPROVEMENTS
DESIGN PUBLIC HEARING
March 30, 2000

FIGURE 1
LOCATION MAP





COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

SHIRLEY J. YEARRA
CHAIRMAN

Agenda Item # 7-B

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Humphreys Seconded By: Mr. Mitchel Action: Motion Approved

Title: Location & Design: Route 1050 (Fort Eustis Boulevard Extended)
"BC" Alignment - York County

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 May 3, 2000, in the York High School located at 9300 George Washington Highway in York County, Virginia, between 4:00 p.m. and 7:00 p.m. for the purpose of considering the location corridor of Route 1050 (Fort Eustis Boulevard), from 0.15 mile (0.24 km) east of Route 17 to Route 173 (at Route 622), State Project 1050-099-180, PE-101, RW-201, C-501, Federal project STP-5403 () in York County, Virginia; and

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

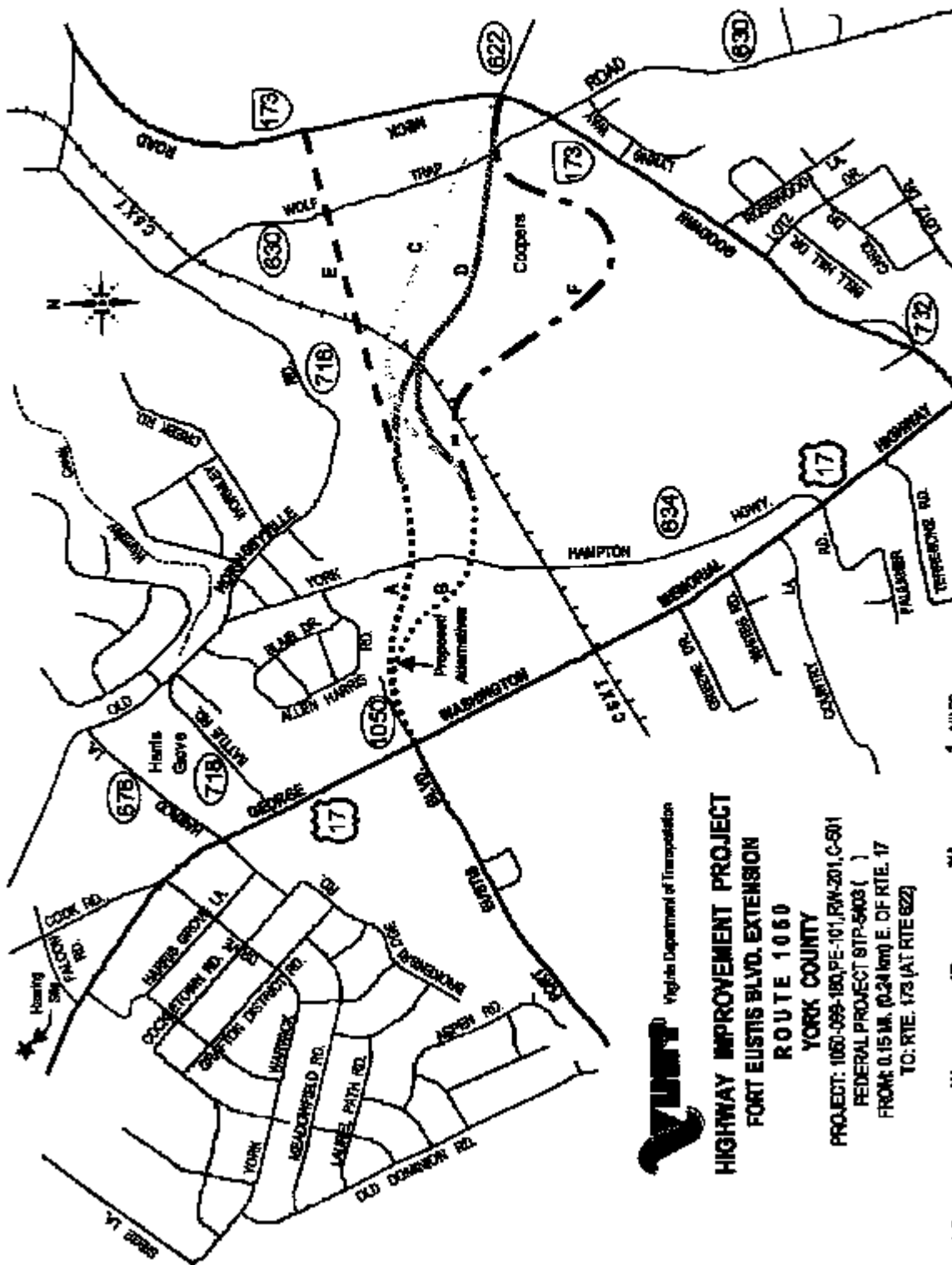
WHEREAS, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed.

NOW, THEREFORE, BE IT RESOLVED that the location alternative alignment "BC" of this project be approved in accordance with the plan as proposed and presented at the said Location Public Hearing by the Department's Engineers with the following recommendation:

- *Impacts to the wetlands be further reduced in the final design stage of this project.*

####

WE KEEP VIRGINIA MOVING



VDOT Virginia Department of Transportation

HIGHWAY IMPROVEMENT PROJECT
FORT EUSTIS BLVD. EXTENSION
ROUTE 1060
YORK COUNTY

PROJECT: 1050-089-180, PE-101, RW-201, C-501
 FEDERAL PROJECT 8TP-5403 ()
 FROM: 0.15 MI. (0.24 km) E. OF RTE. 17
 TO: RTE. 173 (AT RTE 622)





COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23210-1030

SHIRLEY J. YBARRA
CHAIRMAN

Agenda item # 7-C

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. White Seconded By: Mr. Byrd Action: Motion Approved

Title Location and Design: Route 33 **Orange County**

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Hearing was held in the Barboursville Volunteer Fire Company, located at 5361 Spotswood Trail in Barboursville, Virginia on Tuesday, September 19, 2000 between 5:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location and major design features for Route 33 from 0.095 mile west of Route 607 to 0.116 mile east of Route 607; State Project: 0033-068-101, PE101, RW201, C502; and

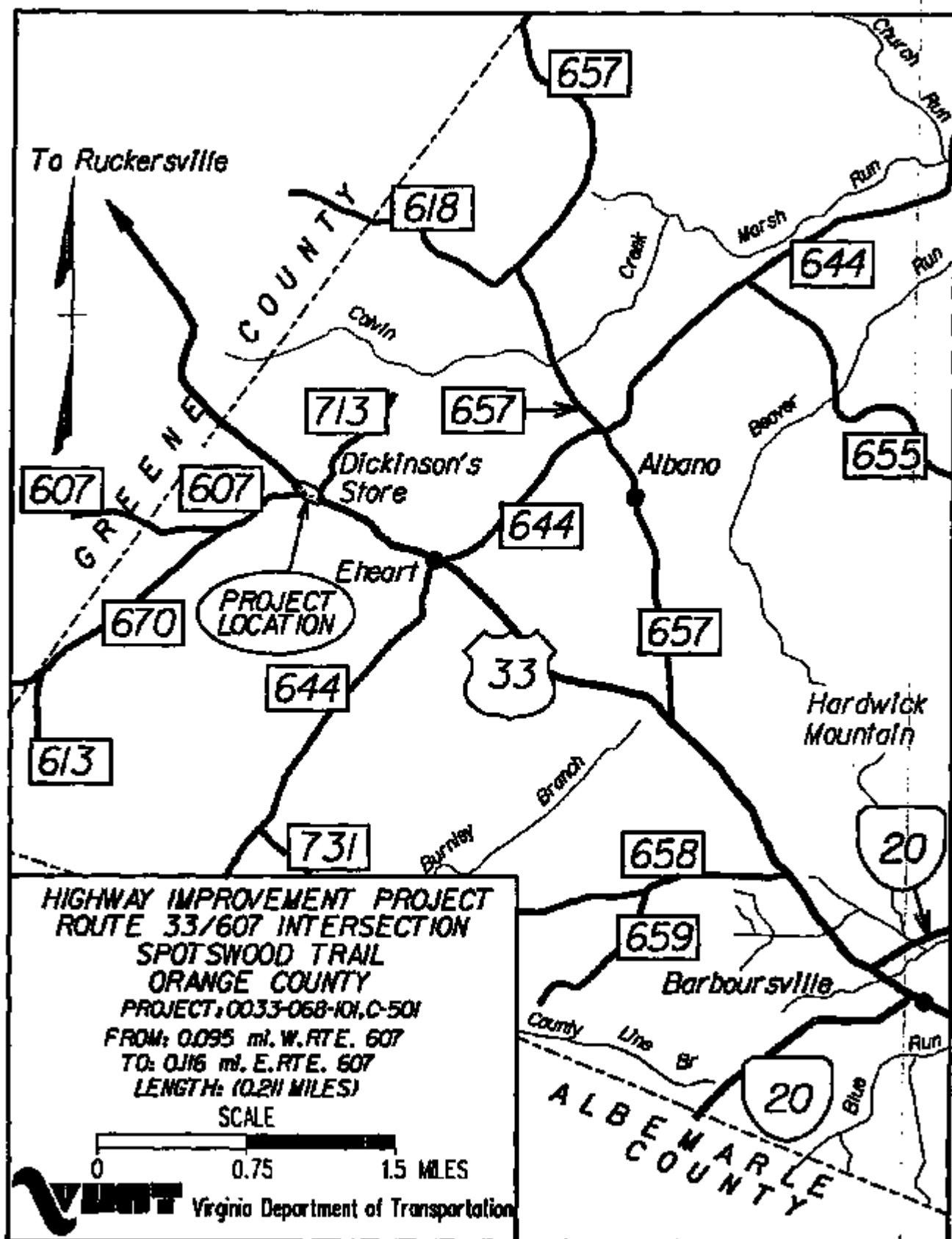
WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

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

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

####

WE KEEP VIRGINIA MOVING





COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23218-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item # 7-D

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Grubb Seconded By: Mr. Prettyman
Action: Motion Approved; Mr. Martin Abstained

Title: Location & Design:
Route 58 (Pennington Gap Bypass) -Lee County

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Public Hearing was held at the Pennington Middle School in the community of Pennington Gap, Virginia on Thursday, November 10, 1992 between 3:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location of Alternative 58 from Ben Hur to Dryden in Lee County, State Project 6058-052-112, PE-101; 6058-052-112, PE-102; 6058-052-111, PE-101; and

WHEREAS, on May 20, 1993 the Commonwealth Transportation Board approved Corridor "A" as the location for further development of this section of Alternative Route 58 which included the section commonly know as the Pennington Gap Bypass; and

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held at the Pennington Middle School in the community of Pennington Gap, Virginia on Thursday, October 26, 2000 between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location and major design features of the Pennington Gap Bypass Route 58 from 1.06 mile (1.70 km) west of the West Corporate Limits of Pennington Gap to 0.43 mile (0.70 km) east of the East Corporate Limits of Pennington Gap in Lee County, State Project 6058-052-E32, PE-101, RW-201, C-501, B-641 thru B-655; 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

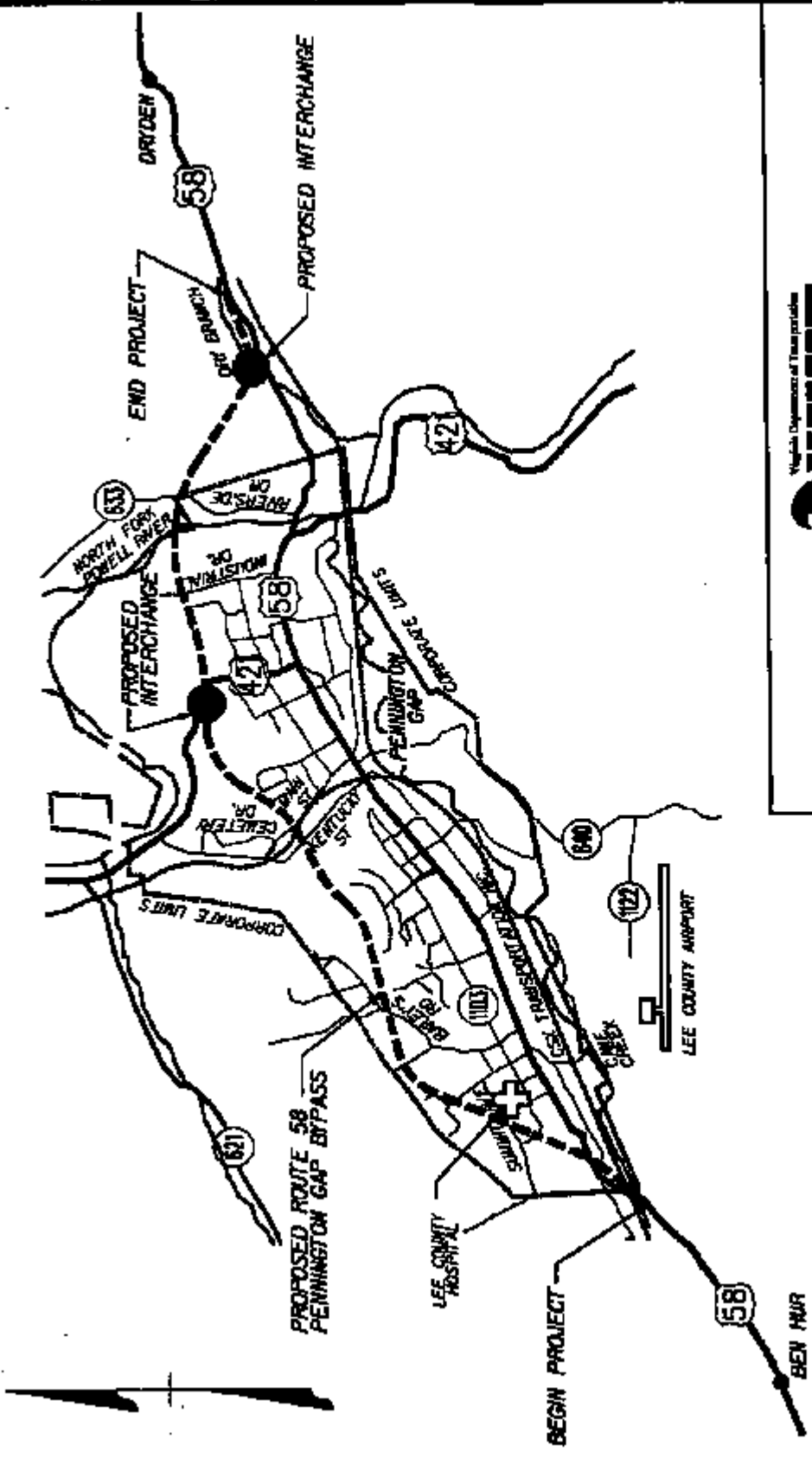
WE KEEP VIRGINIA MOVING

Resolution of the Board
Location & Design: Rte 58-Pennington Gap Bypass – Lee County
December 14, 2000
Page Two

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 the exception that the storm water management system be reviewed for design capacity in anticipation for the relocation of citizens if warranted.

####



NOT TO SCALE



**Route 58 - Lee County
Pennington Gap Bypass**
 Project 6058-052-E32, PE-101, RW-201, C501
 From: 1.06 mi (1.7 km) W. Western Corp. Limits Pennington Gap
 To: 0.43 mi (0.7 km) E. Eastern Corp. Limits Pennington Gap



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23218-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item # 1-E

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD
December 14, 2000
MOTION**

Made By: Mr. Klinge Seconded By: Mr. White
Action: Motion Approved to NOT approve Proposal

Title: Location & Design:
Route 58 (Value Engineering Proposal) Lee County

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held on June 18, 1996 between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed major design features of Route 58 from 0.25 mile (0.41 km) west of Route 829 to 0.37 mile (0.59 km) east of Route 752 (east of Dryden) in Lee County, State Project 6058-052-E27, PE-101, RW-201, C-501, B-624 through B-631; and

WHEREAS, the design of this project was approved by the Commonwealth Transportation Board on September 19, 1996; and

WHEREAS, under Virginia Department of Transportation's practices a value engineering proposal was received and then a Value Engineering Public Hearing was held in the Dryden Primary School in the community of Dryden, Virginia on Thursday November 2, 2000 between 4:30 p.m. and 7:00 p.m. for the purpose of considering the proposed value engineering revision for Route 58 in Lee County, from 0.25 mile (0.41 km) west of Route 829 to 0.20 mile (0.33 km) east of Route 725 (Dryden); State Project 0058-052-E27, C-501, B-625, B-630; 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 proposal, and their statements being duly recorded; and

NOW, THEREFORE, BE IT RESOLVED that the Value Engineering proposal to eliminate B-625 and B-630 is not approved, and the September 19, 1996 Board approval of the design of this section of the project be constructed as approved.

####

WE KEEP VIRGINIA MOVING



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23218-1638

SHIRLEY J. YBARRA
CHAIRMAN

Agenda item # 7-F

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Martin Seconded By: Mr. Kornblau Action: Motion Approved

**Title: Location & Design:
Route 72 and Route 58 & 224 Interchange - Scott County**

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held at the Scott County Vocational Center in the Town of Gate City, Virginia on Thursday, September 28, 2000 between 5:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 72 from 0.15 mile (0.45 km) south of the East Corporate Limits of Weber City to 0.17 mile (0.45 km) west of the North Corporate Limits of Gate City in Scott County, State Project 0072-084-V05, PE-101, RW-201, C-501, B-611 thru B-616 and Route 58 and 224 interchange from Route 23 to 0.30 (0.46 km) east of Route 224, State Project 0058-084-113, PE-101, RW-201, C-501, B-601, B-602; and

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

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

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

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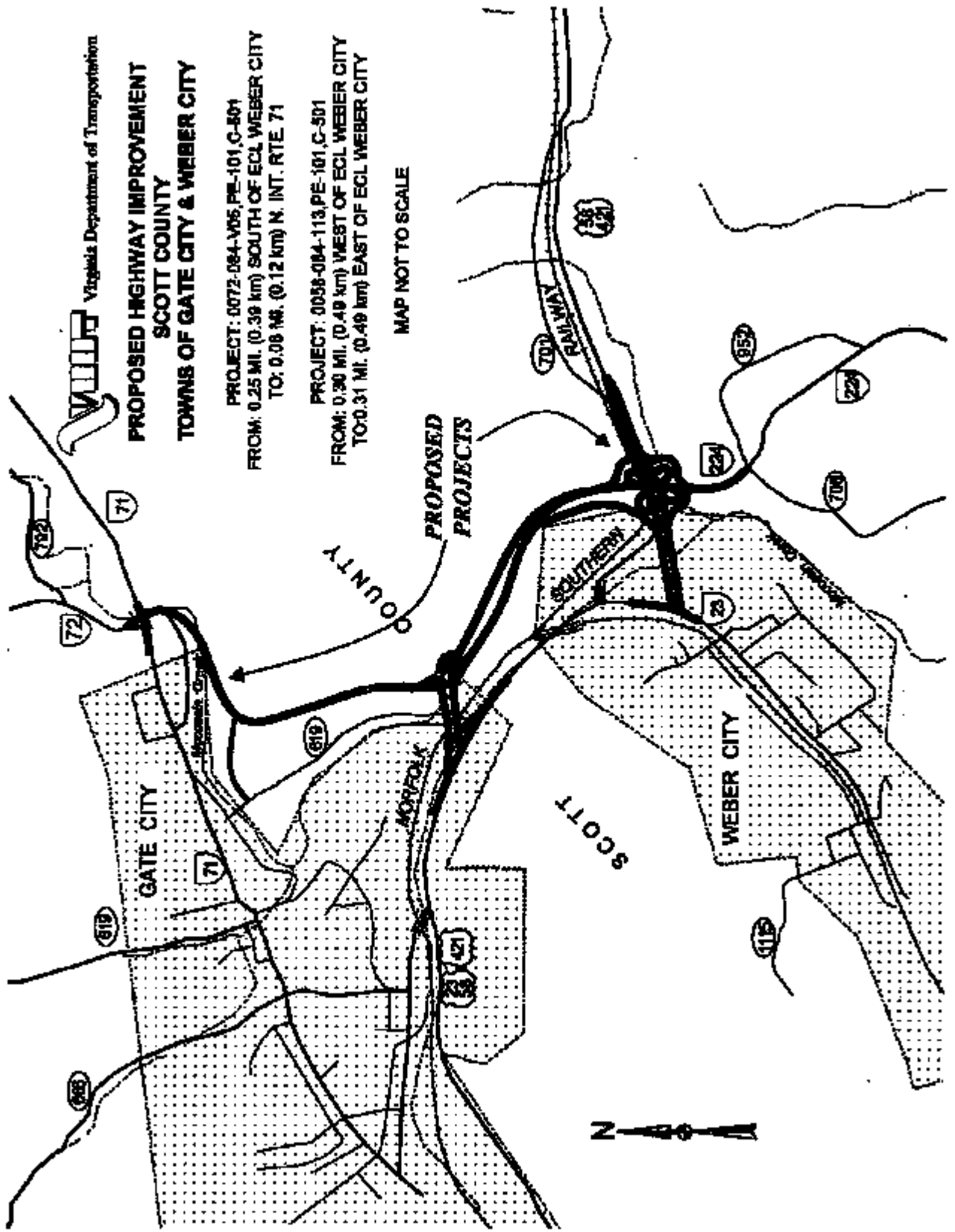
WE KEEP VIRGINIA MOVING

**PROPOSED HIGHWAY IMPROVEMENT
SCOTT COUNTY
TOWNS OF GATE CITY & WEBER CITY**

PROJECT: 0072-084-V05, PE-101, C-501
FROM: 0.25 MI. (0.39 km) SOUTH OF ECL WEBER CITY
TO: 0.08 MI. (0.12 km) N. INT. RTE 71

PROJECT: 0058-084-113, PE-101, C-501
FROM: 0.30 MI. (0.48 km) WEST OF ECL WEBER CITY
TO: 0.31 MI. (0.49 km) EAST OF ECL WEBER CITY

MAP NOT TO SCALE





COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item # 7-G

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Humphreys Seconded By: Mr. Klinge Action: Motion Approved

Title: Location & Design;

Route 208 (Spotsylvania Courthouse Bypass) Spotsylvania County

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Public Hearing was held at the Spotsylvania High School in Spotsylvania County, Virginia on Thursday, May 29, 1997 between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location of Route 208 from Ta River to 1.0 mile (1.6 km) west of Ni River, State Project 0208-088-V14, PE-100; Federal Project STP-082-1; and

WHEREAS, on August 21, 1997 the Commonwealth Transportation Board approved Corridor "C" as proposed and presented at the May 29, 1997 public hearing for further development, with the designation that Route 208 be designated as a Limited Access Highway between Route 613 and 1.0 mile west of the Ni River and that the information be presented to the public at the Design Public Hearing; and

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held at the Marshall Center in Spotsylvania County, Virginia on Tuesday, October 17, 2000 between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed major design features of the Route 208 from 0.31 mile (0.50 km) east of the Ta River to 0.75 mile (1.2 km) east of the Po River State Project 0208-088-V14, PE-101, RW-201, C-501, B-601, B-602; Federal Project STP-088-6(003) and Route 208 from 0.75 mile (1.2 km) east of the Po River to 0.99 mile (1.6 km) west of the Ni River in Spotsylvania County, State Project 0208-088-V14, RW-201, C-502; 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

WE KEEP VIRGINIA MOVING

Resolution of the Board

Location & Design: Route 208 (Spotsylvania Courthouse Bypass) Spotsylvania County

December 14, 2000

Page Two

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

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

BE IT FURTHER RESOLVED that a break in limited access be designated between station 483+60± to 484+15± on the southside of the bypass in accordance with the statutes of Virginia and in accordance with the Commonwealth Transportation Board Policies.

####

HIGHWAY IMPROVEMENT PROJECTS

Spotsylvania County

Project: 020H-C08K-V14-P101-R201-C001-B501-R502

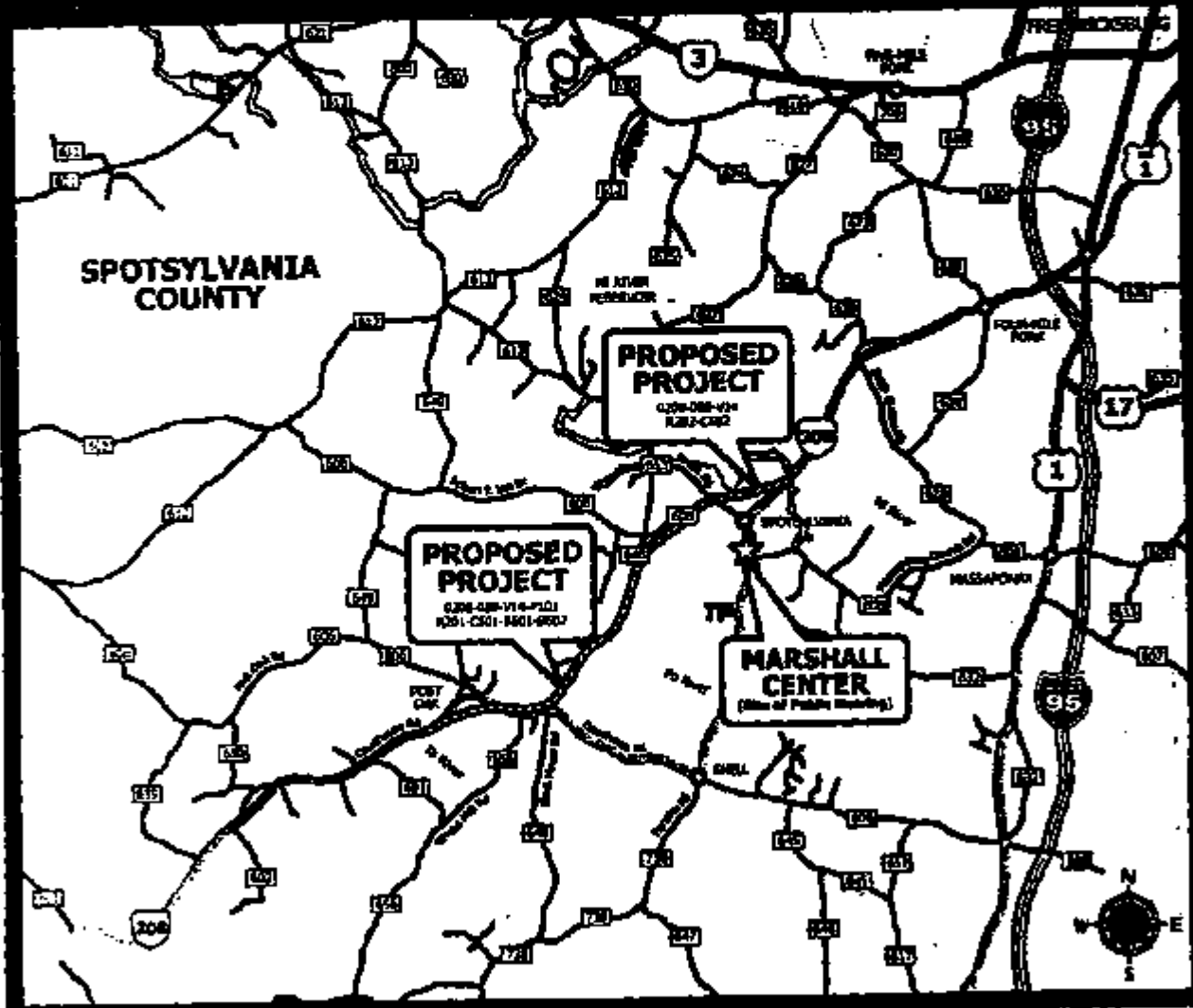
Project: 020P-088-V14-R202-C002

Federal Project: STP-088-6 (003)
STP-088-6 (001)
STP-088-6 ()

Federal Project: STP-088-6 ()

From: 0.5 km (0.31 mi) West Ta River
To: 1.2 km (0.75 mi) East of Po River
Project Length: 7.00 km (4.35 mi)

From: 1.2 km (0.75 mi) East of Po River
To: 1.6 km (1.00 mi) West of Mt River
Project Length: 5.00 km (3.10 mi)



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KILOMETERS

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MILES





COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1838

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item # 7-H

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Humphreys Seconded By: Mr. Grubb Action: Motion Approved

Title: Location & Design:
Route 634 (Canterbury Road) King and Queen County

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 at the Walkerton Volunteer Fire Department in King and Queen County, Virginia on Tuesday, September 12, 2000 between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 634 from Intersection Route 629 (Walkerton) to 0.85 mile (1.37 km) north of Route 629 in King and Queen County, State Project 0634-049-130, C-501; Federal Project STP-634-6 () and

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

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

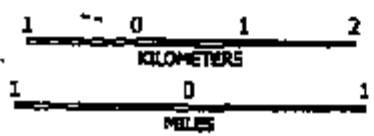
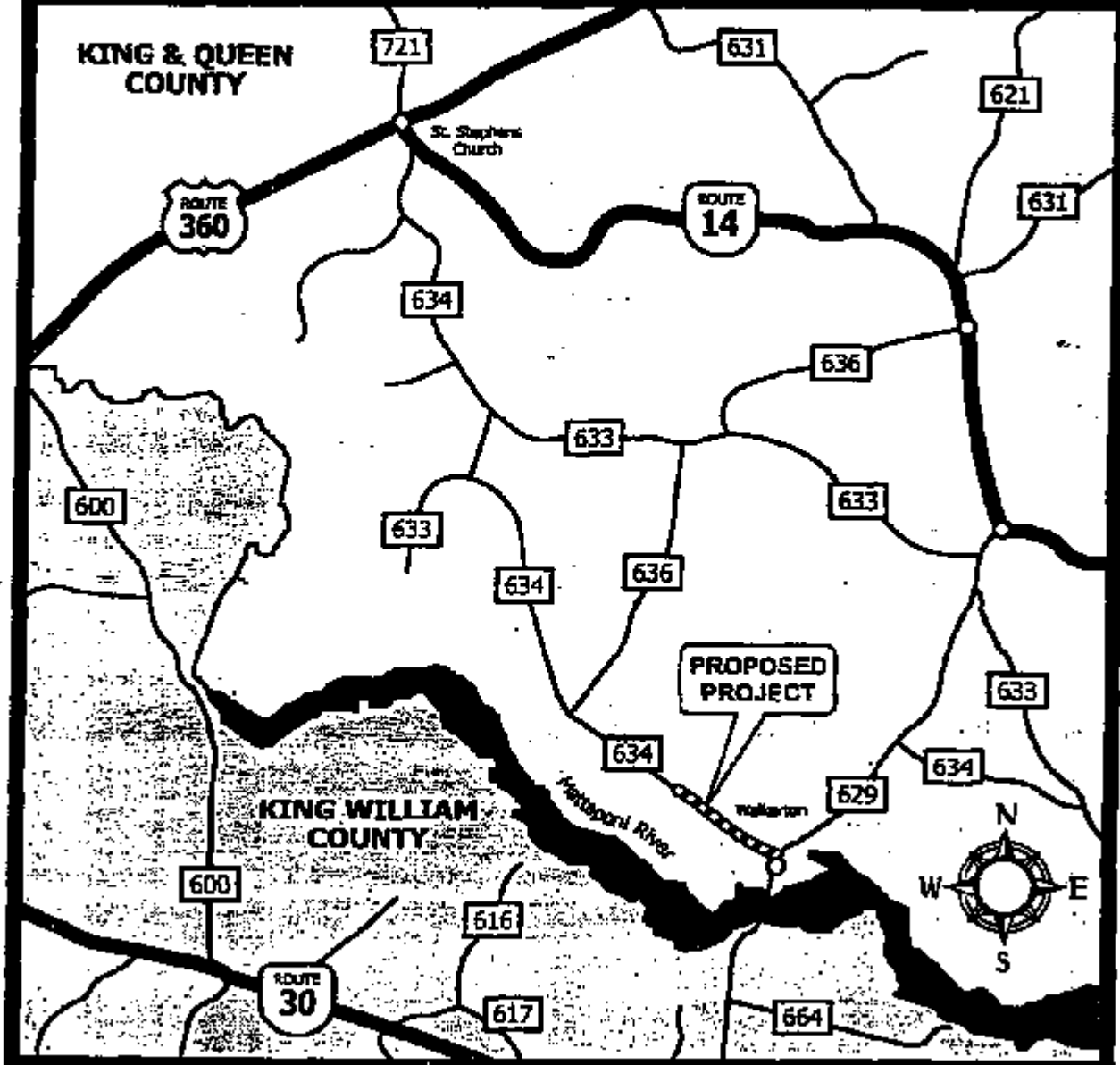
NOW, THEREFORE, BE IT RESOLVED that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers.

####

HIGHWAY IMPROVEMENT PROJECT

King & Queen County

Project: 0634-049-130, C501 + Route 634
From: Intersection Route 629 (Walkerton)
To: 1.369 km North Route 629
Length: 1.369 km (0.851 mi)





COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda item # 7-1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Humphreys Seconded By: Mr. Klinge Action: Motion Approved

**Title: Location & Design:
Route 677 (Mount Hope Church Road) Stafford County**

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 at the Brooke Volunteer Fire Department in Stafford County, Virginia on Tuesday, June 29, 2000 between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location and major design features of Mount Hope Church Road, Route 677 from Brooke Road (Route 608) to 0.66 mile west of Brooke Road in Stafford County, State Project 0677-089-P41, 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 Department's Engineers.

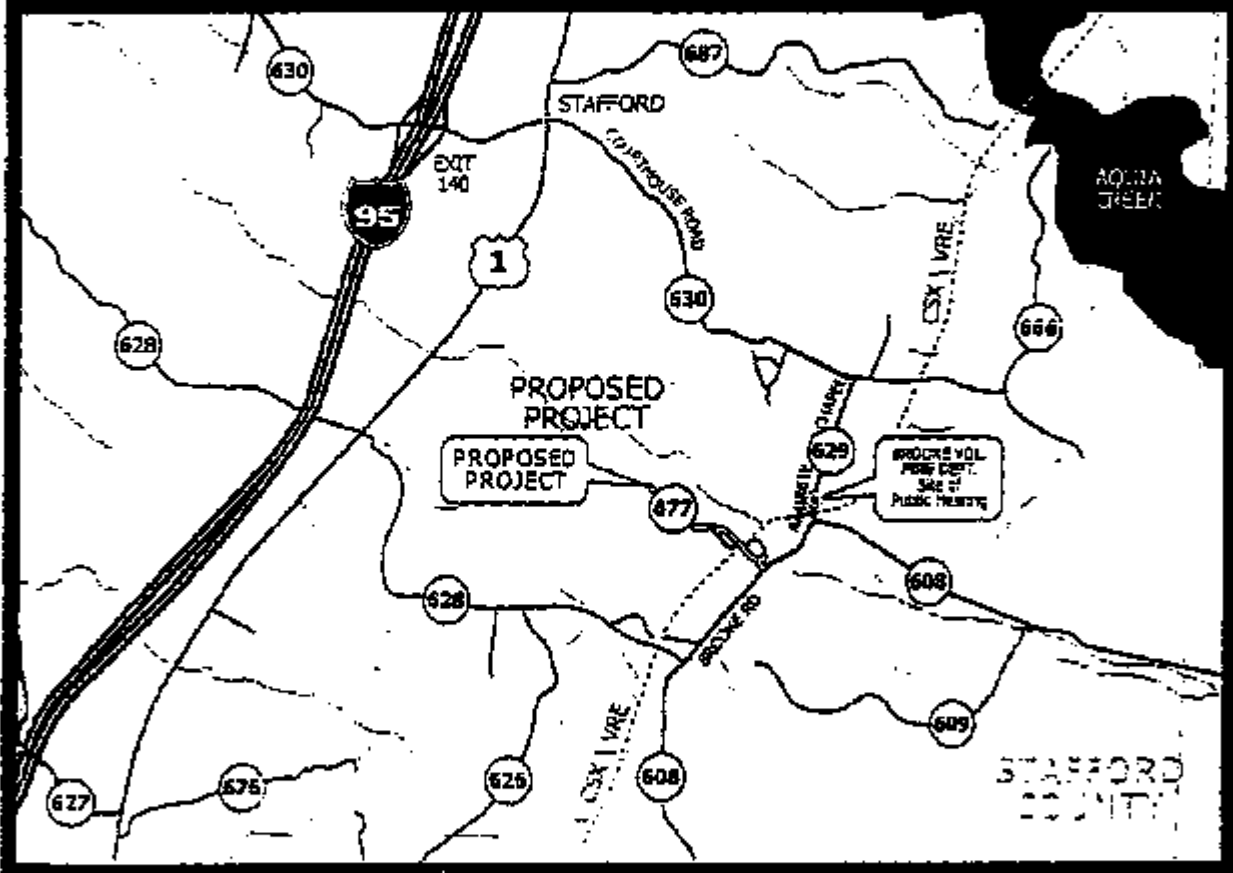
####

HIGHWAY IMPROVEMENT PROJECT

Stafford County

Project: 0677-089-P41, C501
ROUTE 677 • Mount Hope Church Road

From: Route 608 (Brooke Road)
To: 0.66 mile West Route 608
Project Length: 0.66 mile





COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
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RICHMOND, 23219-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item # 7-J

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: **Seconded By:** **Action: NO ACTION TAKEN**

Title: Location & Design:
Route 736 (Summit Road) Chesterfield County

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 at the Cloverhill Branch Library in Chesterfield County, Virginia on Tuesday, October 3, 2000 between 5:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location and major design features of Summit Road, Route 736 from 0.55 mile south of Route 655 to 0.5 mile south of Route 655 in Chesterfield County, State Project 0736-020-318, N-501; and

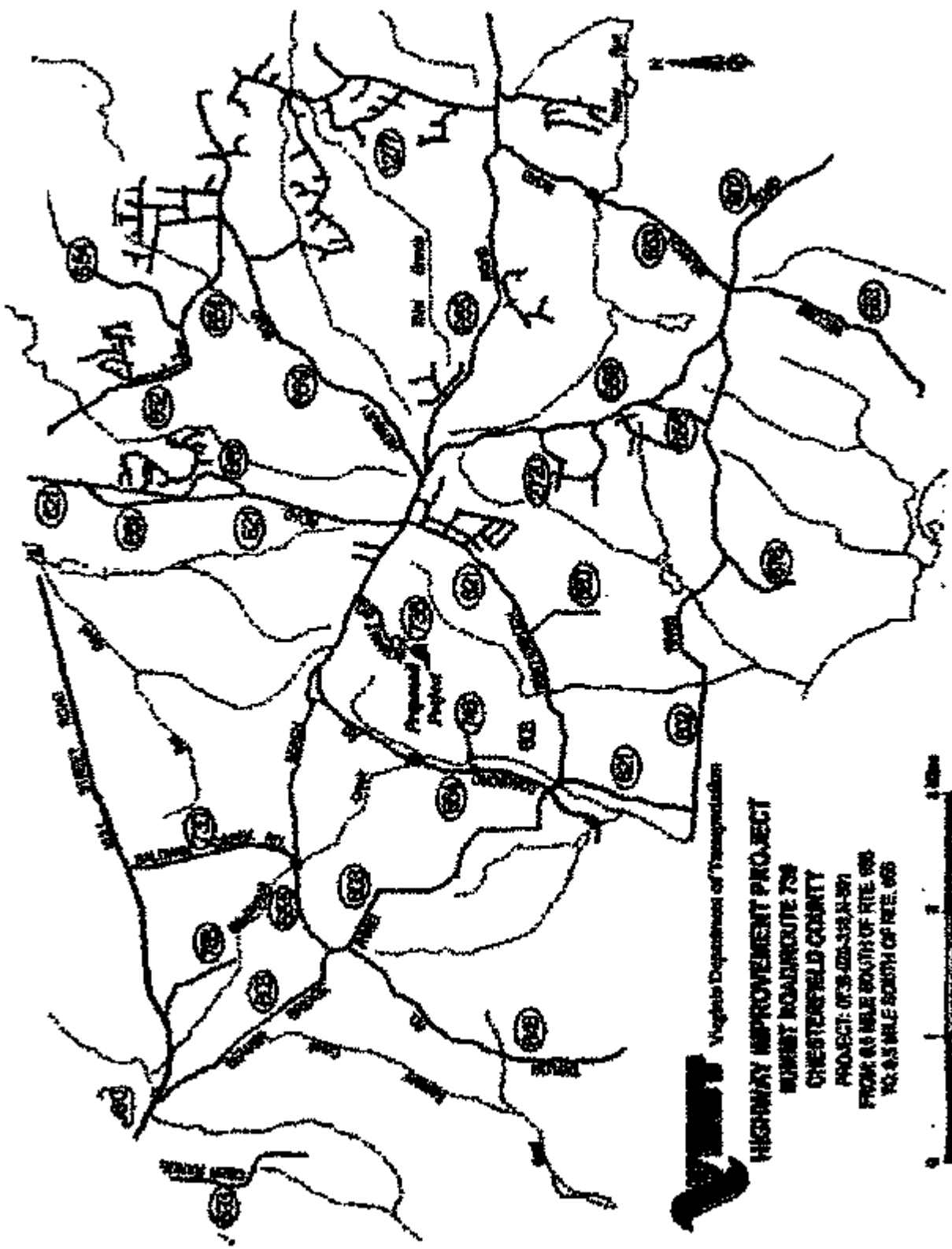
WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

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 Option Two with a prime and double seal surface with shoulders and ditches and abandonment of the end of the road in question without impacting access to the Bush property be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers.

####

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Virginia Department of Transportation

HIGHWAY IMPROVEMENT PROJECT

SHIRLEY ROAD/ROUTE 738

CHESTERSFIELD COUNTY

PROJECT: 0738-003-348-A-001

FROM 0.5 MILE SOUTH OF RTE. 600

TO 0.5 MILE SOUTH OF RTE. 605





COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item # 3-A

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Grubb Seconded By: Mr. White Action: Motion Approved

Title: **Industrial Access - Botetourt County
Altec Industries, Inc.**

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

WHEREAS, the Botetourt County Board of Supervisors has, by appropriate resolution, requested Industrial Access funds to serve Altec Industries, Inc., located within the Botetourt Center at Greenfield industrial park development, off U. S. Highway 220, and said access is estimated to cost \$290,000; and

WHEREAS, the proposed access road to Altec Industries, Inc. will extend south from the end of the existing 0.06 mile road, South Center Drive; and

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

NOW, THEREFORE, BE IT RESOLVED that \$290,000 of the 2000-01 Fiscal Year Industrial, Airport and Rail Access Fund be allocated to provide adequate access to the Altec Industries, Inc., located in Botetourt County, Project 0843-011-249, M501, contingent upon:

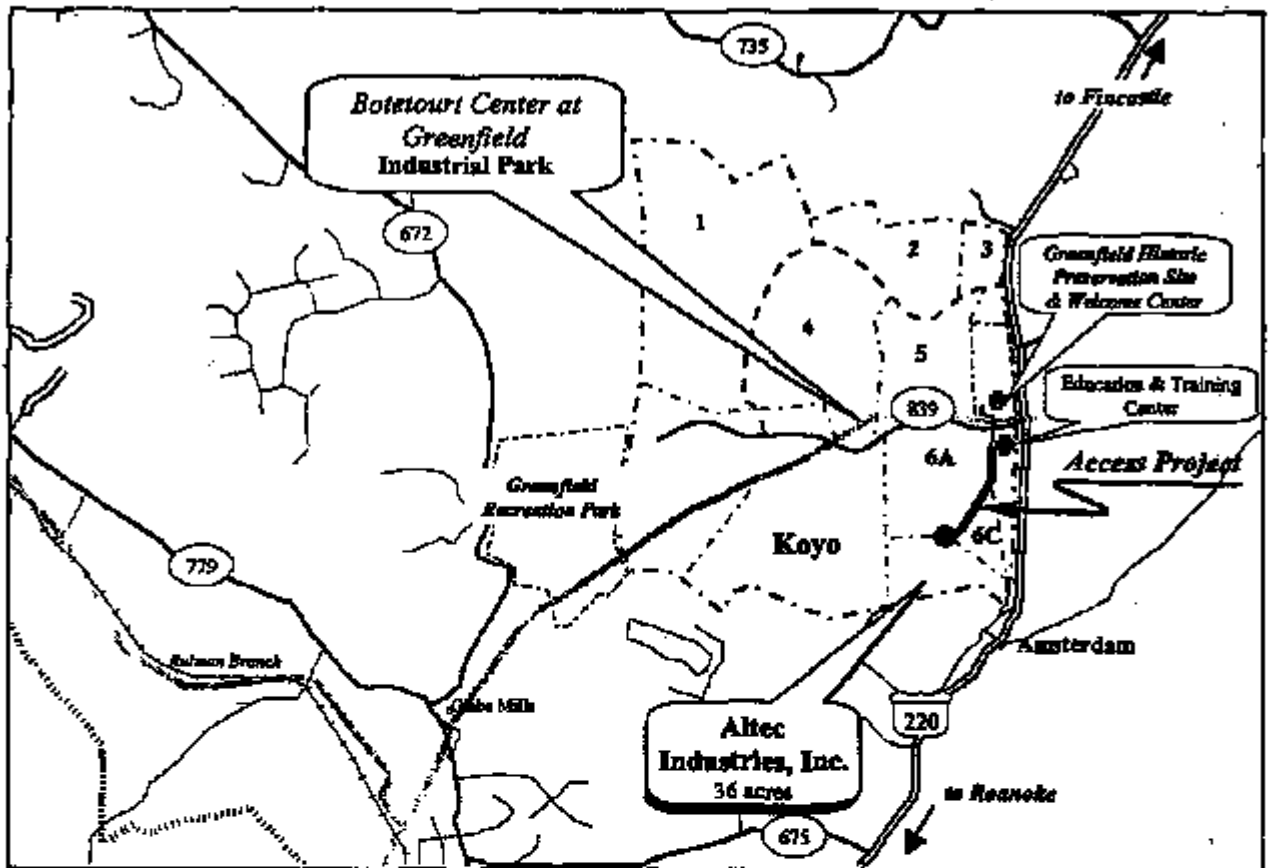
1. the satisfaction of VDOT requirements pertaining to the acceptance of the existing 0.06 mile road, South Center Drive, into the state secondary system;

WE KEEP VIRGINIA MOVING

Resolution of the Board
Industrial Access – Botetourt County
December 14, 2000
Page Two

2. all necessary right of way, and utility adjustments being provided at no cost to the Commonwealth;
3. the execution of an appropriate contractual agreement between the County of Botetourt (Locality) and the Virginia Department of Transportation (VDOT), to provide for the design, administration, construction, and maintenance of this project;
3. the payment of all ineligible project costs, and of any eligible project costs in excess of this allocation, from sources other than those administered by VDOT;
4. the provision of capital outlay documentation by the Locality; and
5. VDOT determining eligible capital outlay in accordance with current policy and procedure.

####



Agenda Item: 8-A

PROPOSED INDUSTRIAL ACCESS PROJECT

Altec Industries, Inc.

Project 0843-011-249, M501

Botetourt County

Industrial Facility

Proposed \$12.5 million manufacturing facility on 36 acres. Products include aerial devices, digger derricks and specialty equipment for the electric utility and telecommunications industry

Access Facility

Access Project Length: 0.26 mile

Pavement Width: 24 Feet

R/W Width: 50 Feet

Estimated Cost: \$290,000

Proposed Allocation: \$290,000



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item # 3-B

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Grubb Seconded By: Mr. White Action: Motion Approved

Title: Industrial Access - Mecklenburg County Boydton Industrial Park

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

WHEREAS, the Mecklenburg County Board of Supervisors has, by appropriate resolution, requested Industrial Access funds to serve eligible parcels within the 188-acre Boydton Industrial Park development, located off U. S. Highway 58, northeast of the Town of Boydton, and said access is estimated to cost \$229,200; and

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

NOW, THEREFORE, BE IT RESOLVED that \$229,200 of the 2000-2001 Fiscal Year Industrial, Airport and Rail Access Fund be allocated to provide adequate access to eligible parcels within Boydton Industrial Park, located off U. S. Highway 58, northeast of the Town of Boydton, Project 0883-058-288, M501, contingent upon:

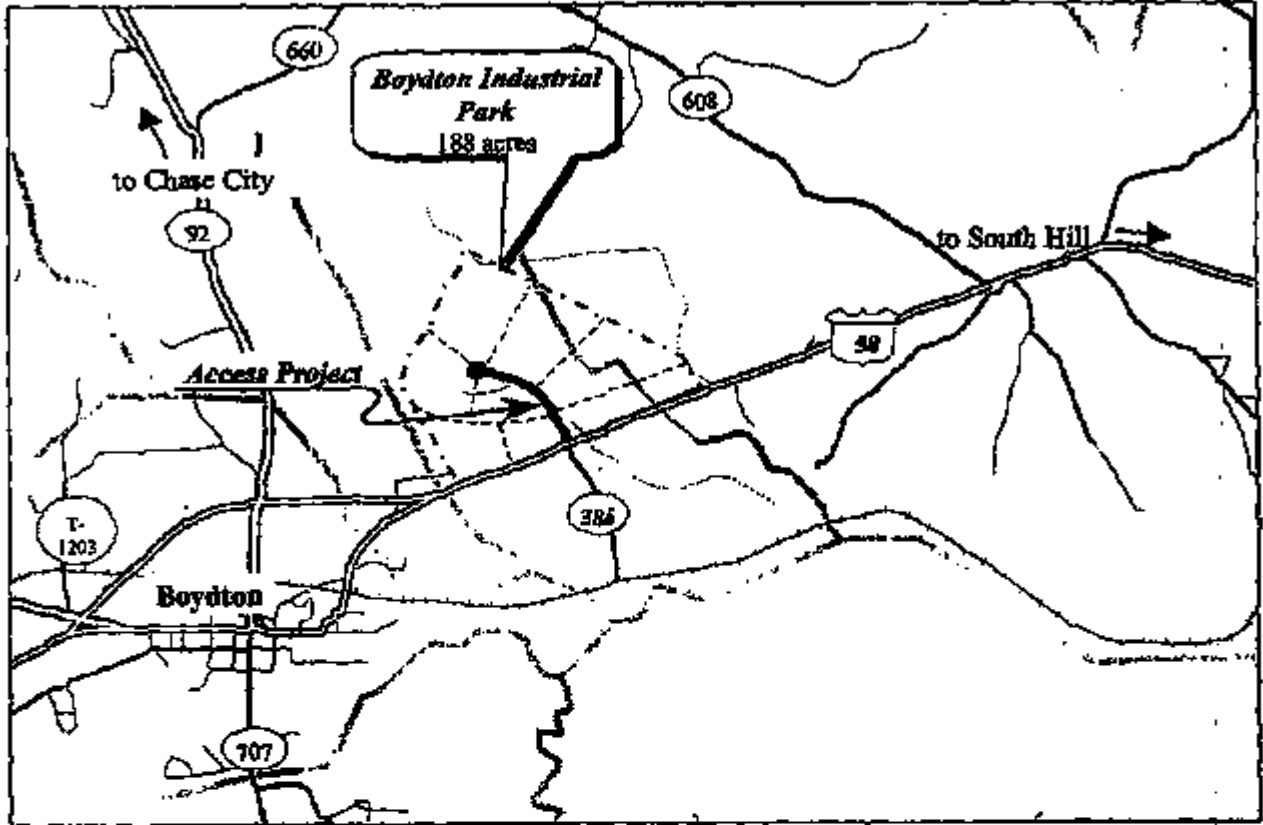
1. all necessary right of way, environmental assessments, and utility adjustments being provided at no cost to the Commonwealth;
2. the execution of an appropriate contractual agreement between the County of Mecklenburg (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for:
 - a. the design, administration, construction, and maintenance of this project;

WE KEEP VIRGINIA MOVING

Resolution of the Board
Industrial Access – Mecklenburg County
December 14, 2000
Page Two

- b. the payment of all ineligible project costs, and of any eligible project costs in excess of this allocation, from sources other than those administered by VDOT;
- c. the provision of an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before January 14, 2005. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Industrial, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of industries served by the project. If, by December 14, 2005, qualified industry has not expended or entered into a firm contract to expend at least \$2,292,000 of eligible capital outlay on parcels served exclusively by this project, then an amount equal to 10% of up to \$2,292,000 of eligible capital outlay will be credited toward the project's allocation. This surety may be released or reduced at an earlier date if qualified industry or industries have provided documentation of eligible capital outlay;
- d. VDOT determining eligible capital outlay in accordance with current policy and procedure.

####



PROPOSED INDUSTRIAL ACCESS PROJECT
Boynton Industrial Park
Project 0883-058-288, M501.
Mecklenburg County

Industrial Facility

Proposed industrial park development of approximately 188 acres.

Access Facility

Access Length: 0.33 mile
Pavement Width: 24 Feet
R/W Width: 50 Feet
Estimated Cost: \$229,200
Proposed Allocation: \$229,200 (Bonded)



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda item # 8-C

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Grubb Seconded By: Mr. White Action: Motion Approved

Title: Industrial Access - Town of South Hill Northside Industrial Park

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

WHEREAS, the South Hill Town Council has, by appropriate resolution, requested Industrial Access funds to serve the 138-acre Northside Industrial Park development, located off U. S. Highway 1, in the northernmost portion of the Town of South Hill, and said access is estimated to cost \$180,500; and

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

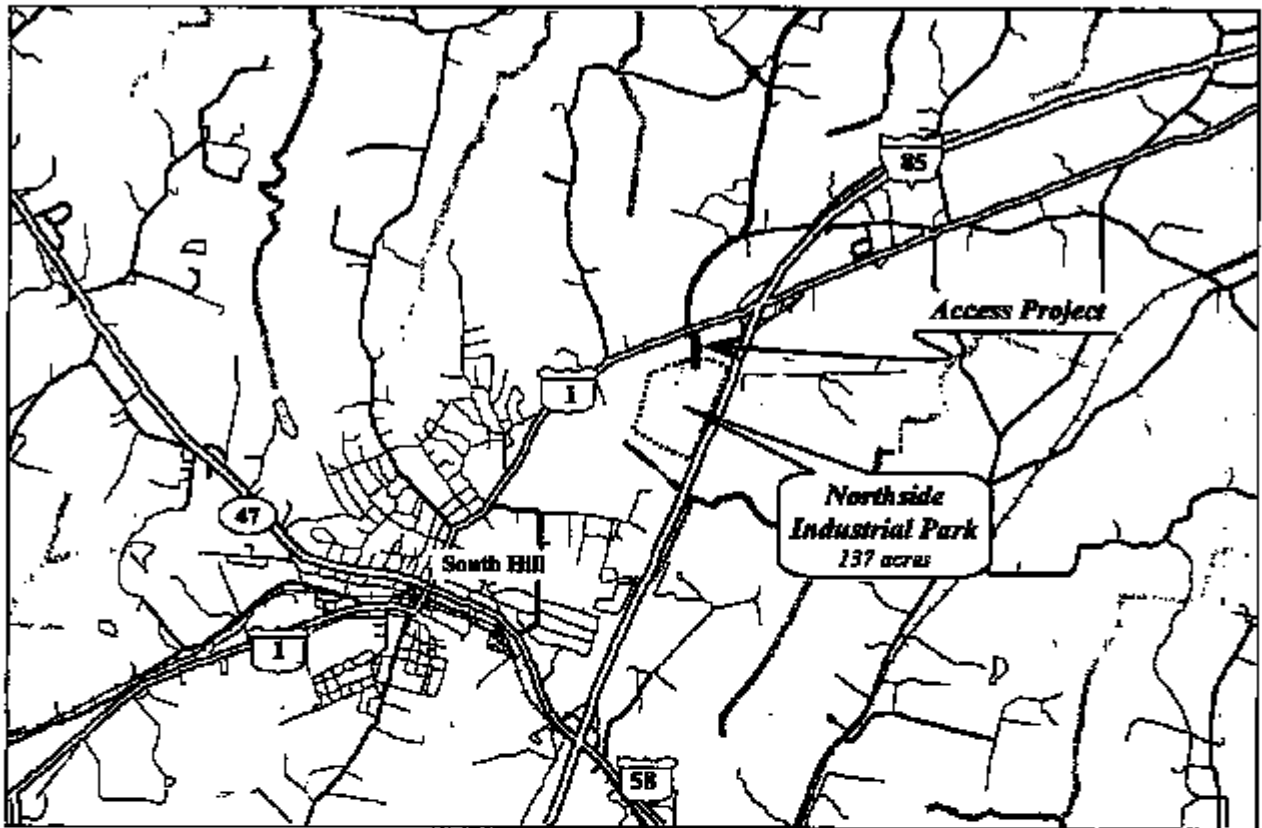
NOW, THEREFORE, BE IT RESOLVED that \$180,500 of the 2000-2001 Fiscal Year Industrial, Airport and Rail Access Fund be allocated to provide adequate access to **Northside Industrial Park**, located off U. S. Highway 1, in the Town of South Hill, **Project 9999-301-101, M501**, contingent upon:

1. all necessary right of way, environmental assessments, and utility adjustments being provided at no cost to the Commonwealth;
2. the execution of an appropriate contractual agreement between the Town of South Hill (LOCALITY) and the Virginia Department of Transportation (VDOT), to provide for:
 - a. the design, administration, construction, and maintenance of this project;

WE KEEP VIRGINIA MOVING

- b. the payment of all ineligible project costs, and of any eligible project costs in excess of this allocation, from sources other than those administered by VDOT;
- c. the provision of an appropriate bond or other acceptable surety device by the LOCALITY to VDOT, not to expire before January 14, 2005. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Industrial, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of industries served by the project. If, by December 14, 2005, qualified industry has not expended or entered into a firm contract to expend at least \$1,805,000 of eligible capital outlay on parcels served exclusively by this project, then an amount equal to 10% of up to \$1,805,000 of eligible capital outlay will be credited toward the project's allocation. This surety may be released or reduced at an earlier date if qualified industry or industries have provided documentation of eligible capital outlay;
- d. VDOT determining eligible capital outlay in accordance with current policy and procedure.

####



AGENDA ITEM: 8-C

PROPOSED INDUSTRIAL ACCESS PROJECT
Northside Industrial Park
Project 9999-301-101, M501
Town of South Hill

Industrial Facility

Proposed industrial park development of approximately 137 acres.

Access Facility

Access Length: 0.17 mile
Pavement Width: 30 Feet
R/W Width: 50 Feet
Estimated Cost: \$180,500
Proposed Allocation: \$180,500 (Bonded)



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1939

SHIRLEY J. YBARRA
CHAIRMAN

Agenda item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. White Seconded By: Mr. Grubb Action: Motion Approved

Title: Rail Industrial Access, Culpeper County, Virginia
Cedar Mountain Stone Corporation

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 or commercial sites; and

WHEREAS, the Culpeper County Board of Supervisors has, by resolution, shown support for application of \$130,000.00 in Industrial Access Railroad Track funds for Cedar Mountain Stone Corporation's Culpeper quarry facility; 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; and

WHEREAS, pursuant to Chapter 1073, Item 525.A., of the 2000 Acts of the General Assembly, funding is provided for Industrial, Airport, and Rail Access projects; and

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

WE KEEP VIRGINIA MOVING

Resolution of the Board
Industrial Access, Culpeper County – Cedar Mountain Stone Corporation
December 14, 2000
Page Two

NOW THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$120,150.00 of the Industrial, Airport, and Rail Access Fund be provided to construct new track to serve Cedar Mountain Stone Corporation's facility, in Culpeper County contingent upon:

1. All necessary right of way and utility adjustments being provided at no cost to the Commonwealth.
2. All costs above \$120,150.00, which is allocated herein as an industrial rail access grant, being borne by Cedar Mountain Stone Corporation.
3. Execution of an agreement acceptable to the Department of Rail and Public Transportation.

####

RESOLUTION OF THE CULPEPER COUNTY BOARD OF SUPERVISORS

WHEREAS, Cedar Mountain Stone Corporation has expressed its intent and desire to the Culpeper County Board of Supervisors to continue its commercial, business or industrial operations in Culpeper County; and

WHEREAS, Cedar Mountain Stone Corporation and its operation will require expanded rail access; and

WHEREAS, the officials of Cedar Mountain Stone Corporation have reported to the County their intent to apply for industrial access railroad track funds from the Commonwealth of Virginia's Department of Rail and Public Transportation in the amount of \$130,000.00; and

WHEREAS, Cedar Mountain Stone Corporation has requested that the Culpeper County Board of Supervisors provide a resolution supporting its application for said funds which are administered by the Virginia Department of Rail and Public Transportation; and

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of the County of Culpeper hereby endorses and supports the application of Cedar Mountain Stone Corporation for \$130,000.00 in industrial access railroad track funds; and

BE IT FURTHER RESOLVED, that the County of Culpeper hereby makes known its desire that the Commonwealth Transportation Board provide the maximum financial assistance to Cedar Mountain Stone Corporation for the purpose of expanding rail access at its business, commercial or industrial facility in Culpeper County.

Resolved this 8th day of November, 2000.



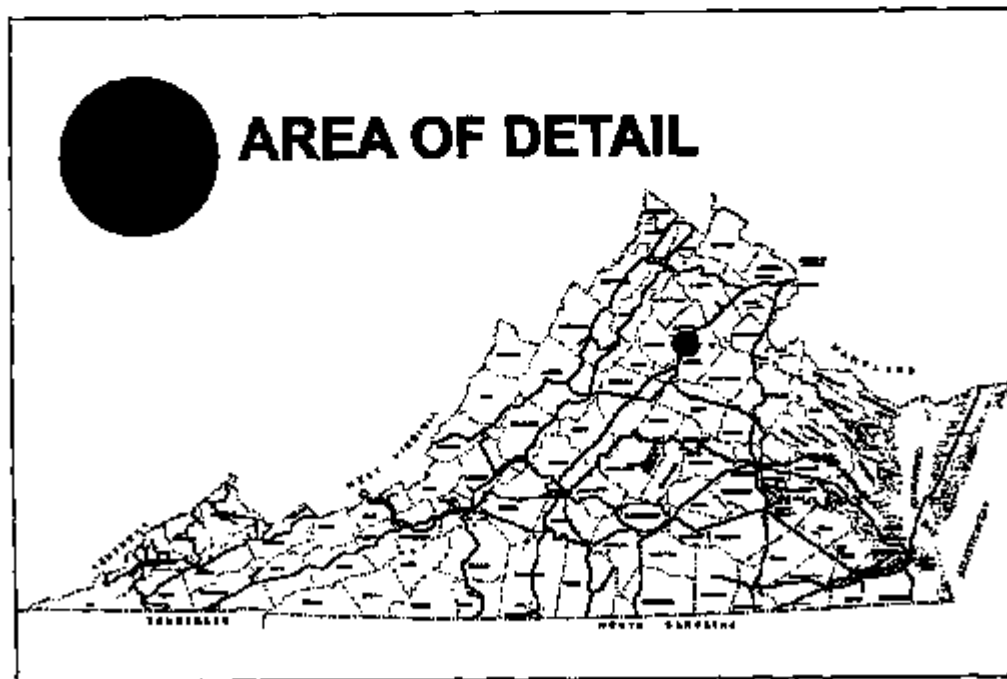
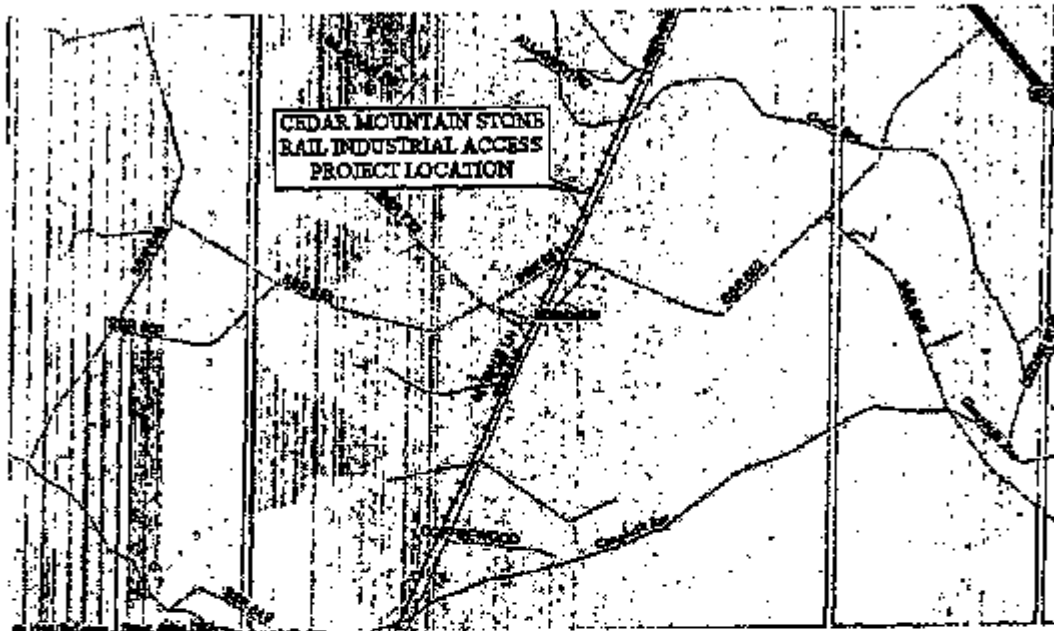
John F. Coates, Chairman
Culpeper County Board of Supervisors

Attest:



Steven B. Miner
Clerk to the Board

**SITE MAP AND STATE LOCATION
SERVING CEDAR MOUNTAIN STONE CORPORATION**





COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23218-1938

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item # 10-A

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Grubb Seconded By: Mr. Humphreys Action: Motion Approved

Title: Through Truck Restriction
Route 608, Spotsylvania County

WHEREAS, in response to a formal request by the Spotsylvania County Board of Supervisors that Route 608 (Massaponax Church Road) between U. S. Route 1 (Highway) and U. S. Route 17 (Highway) be considered for restriction of through truck traffic pursuant to the provisions of Section 46.2-809 of the Code of Virginia, this matter has been carefully reviewed; and

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

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

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

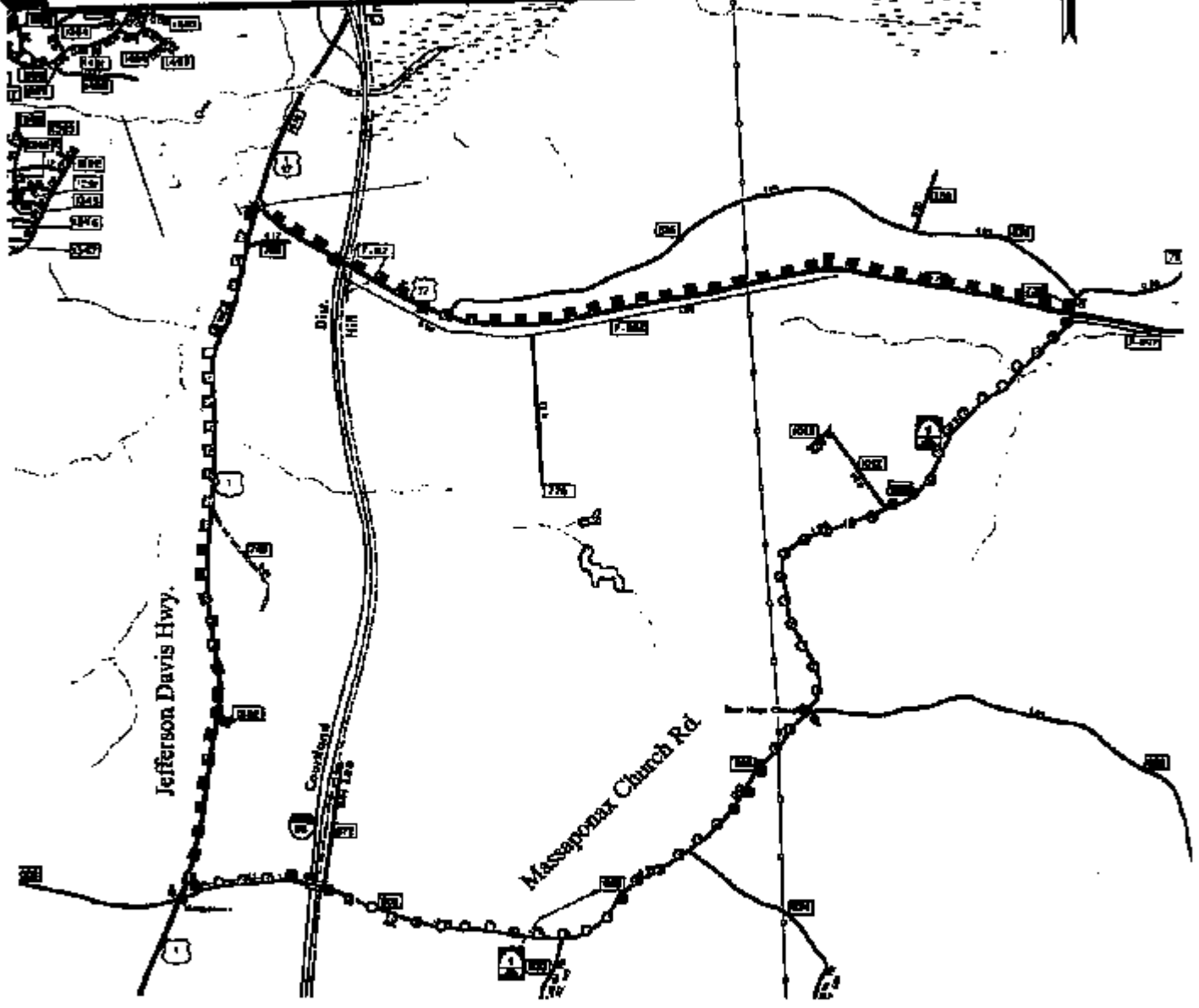
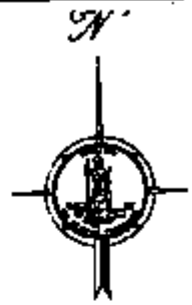
WHEREAS, careful consideration has been given to the recommendations received, the available alternate routes and the past practices of the Department,

NOW THEREFORE, BE IT RESOLVED, that Route 608 (Massaponax Church Road) between U. S. Route 1 (Highway) and U. S. Route 17 (Highway) in Spotsylvania County be restricted to through truck traffic in accordance with Section 46.2-809 of the Code of Virginia.

####

WE KEEP VIRGINIA MOVING

**PROPOSED THROUGH TRUCK RESTRICTION
ROUTE 608 (MASSAPONAX ROAD)
(SPOTSYLVANIA COUNTY)**



PROPOSED RESTRICTED ROUTE ○ ○ ○ ○ ○

PROPOSED ALTERNATE ROUTE ■ ■ ■ ■ ■



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23218-1938

SHIRLEY J. YBARRA
CHAIRMAN

Agenda Item # 16-B

**RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD
December 14, 2000**

MOTION

Made By: Mr. Grubb Seconded By: Mr. Humphreys Action: Motion Approved

**Title: Through Truck Restriction
Route 863, Pittsylvania County**

WHEREAS, in response to a formal request by the Pittsylvania County Board of Supervisors that Route 863 between U.S. Route 29 and Route 41, between Route 41 and Route 750, and between Route 750 and the Danville City Line in Pittsylvania County be considered for restriction of through semi-trailer combinations pursuant to the provisions of Section 46.2-809 of the Code of Virginia, this matter has been carefully reviewed; and

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

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

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

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

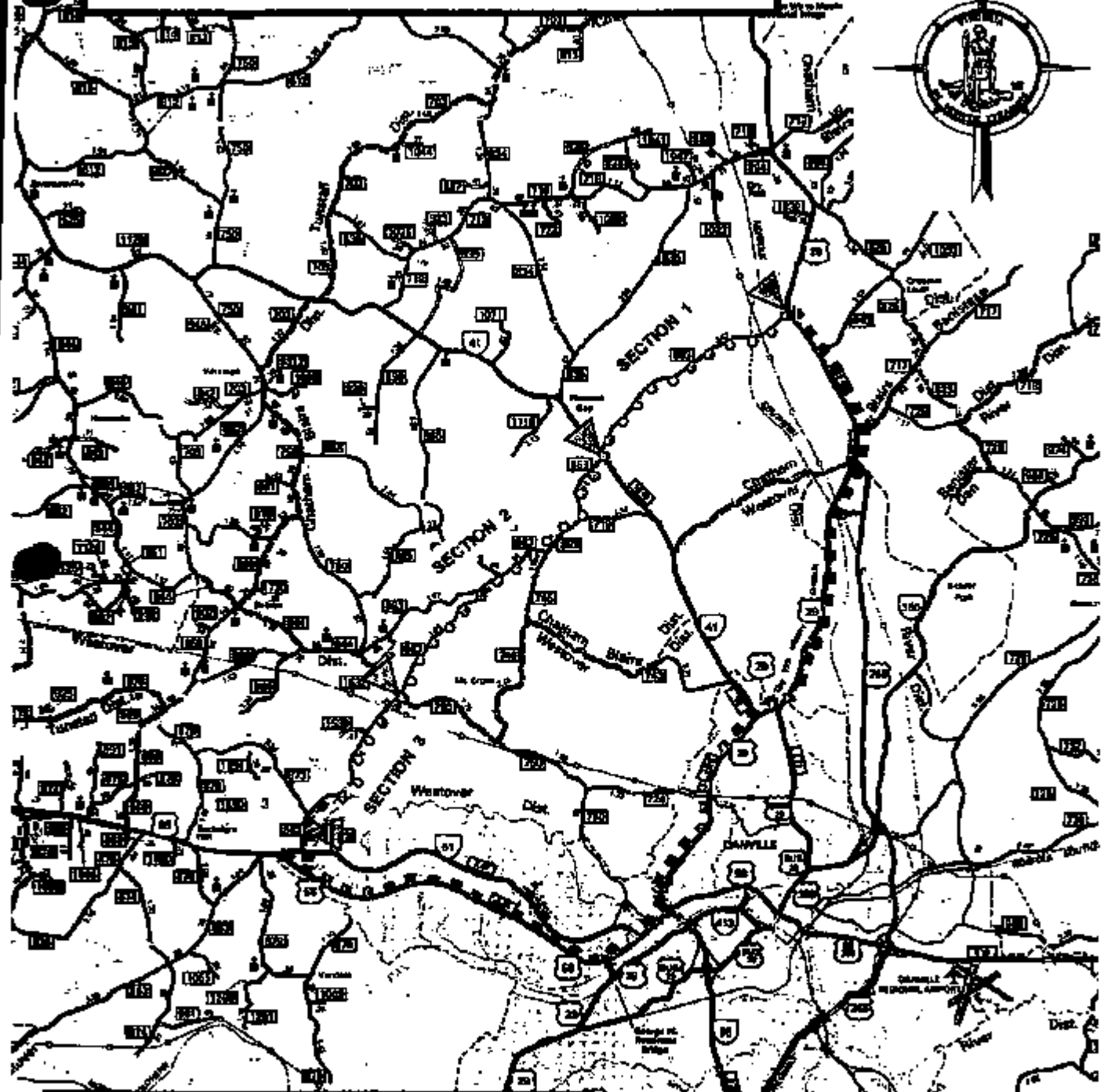
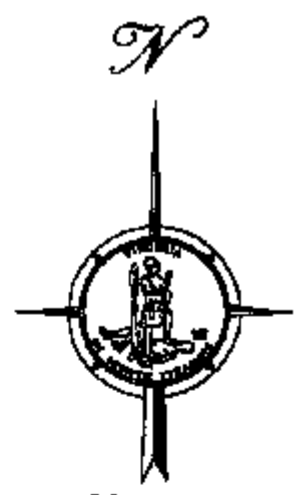
WHEREAS, careful consideration has been given to the recommendations received, the available alternate routes and the past practices of the Department,

NOW THEREFORE, BE IT RESOLVED, that Route 863 between U.S. Route 29 and Route 41, between Route 41 and Route 750, and between Route 750 and the Danville City Line in Pittsylvania County be considered for restriction of through semi-trailer combinations pursuant to the provisions of Section 46.2-809 of the Code of Virginia.

####

WE KEEP VIRGINIA MOVING

PROPOSED THROUGH TRUCK RESTRICTION
(Tractor Truck Semi-Trailer Combination)
ROUTE 863
PITTSYLVANIA COUNTY



PROPOSED RESTRICTED ROUTE ○ ○ ○ ○ ○
PROPOSED ALTERNATE ROUTE ■ ■ ■ ■ ■



COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD
1401 EAST BROAD STREET
RICHMOND, 23219-1839

SHIRLEY J. YBARRA
CHAIRMAN

Agenda item # 11

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 14, 2000

MOTION

Made By: Mr. Mitchel Seconded By: Mr. Korublaui Action: Motion Approved

Title: Amendment to the Board's Resolution of November 16, 2000:
Adding to the Primary System the proposed Construction
Known as the Tri-County Parkway

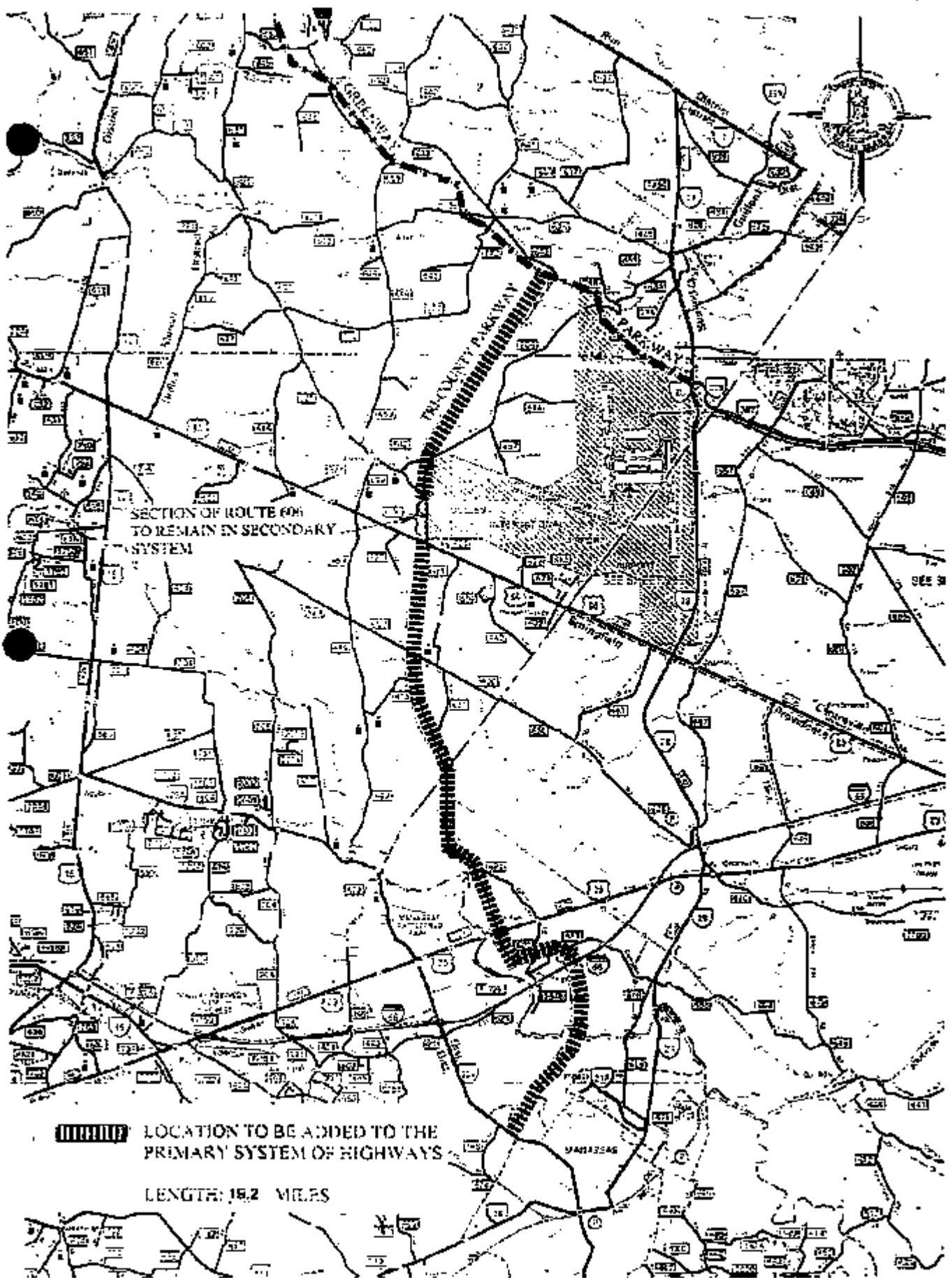
WHEREAS, in a resolution dated November 16, 2000, the Commonwealth Transportation Board (CTB) pursuant to Section 33.1-34, added a 20.0 mile segment of the proposed Tri-County Parkway to the primary system of highways; and

WHEREAS, in the resolution description of the Tri-County Parkway being added to the primary system was defined as extended from Route 234 in Prince William County to the Dulles Greenway in Loudoun County; and

WHEREAS, it was not the intent of the CTB to include the portion of Route 606 in Loudoun County between Route 50 and Route 621 as a part of the proposed Tri-County Parkway to be added to the primary system.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board does hereby amend its resolution of November, 16, 2000, and declares that the above described section of the proposed Tri-County Parkway remain in the secondary system of highways.

####



*Boon
Henderson*

Remarks by Governor James S. Gilmore, III

Press Conference on Transportation Reform

~~Springfield~~
Arlington
Springfield, Va., December 13, 2000

Thank you all so much for being here. This Smart Traffic Center is such a marvelous facility. It's a great example of how we're using technology to give the public the information they need to travel more safely and quickly throughout Virginia. In fact, most of the information that is available here can be accessed through a pioneering state website - www.Highwaynet.com.

Let me begin by asking you to focus on several points in summary that I will elaborate on much more. Number one, focus if you would on *speed*, and the fact that *time is money*, so *speed* matters in terms of transportation issues. *Audit* and savings... and secondly, focus on the fact that this is a *major reform*, a real, *major reform*. I consider it a legacy issue for this administration. This is a major reform that has been worked out and worked through by our blue ribbon commission on transportation and now honed into a proposal that we believe we can put forward to the legislature and to the public here in Virginia. It is a reform, and it is our reform. And thirdly, please focus on a theme that will run through this, which is *efficiency*. These are key themes of the work that we are doing.

This is an opportunity. We have been making announcements over the past two weeks as we lead up towards the budget process and towards the upcoming General Assembly session. Each year the Governor has an opportunity to begin to set the tone and the agenda for the administration and to chart a course for the administration for the next year. The central theme that we have been talking about over the past two weeks is that the voters have had a chance to express their wishes on a variety of these issues. And now, what I want to do as Governor of Virginia is keep promises... to do for the people what we said we would do for the people. That's pretty important. The people are entitled to believe that their elected officials are actually faithful people who will come through and do what they have suggested, and I think that's an important bond of trust between the people and their government. I think it's sacred and that it needs all the caring and nurturing that it can get. That's what we're doing in a number of these announcements. This is the foundation on which our laws and institutions are built, and our highest ideals are built. It's the purpose, if you will, of the republic.

When I campaigned for Governor, I promised to advance our transportation system into the 21st century. That promise included building more roads faster, taking a balanced approach and generating new transportation revenue without raising taxes on the working men and women of this state. I am a man of my word, a public servant who keeps his promises.

Last year, we began implementing my *Innovative Progress* transportation plan -- the most ambitious transportation program in the history of Virginia, and it was largely adopted by the General Assembly. In it we created a Priority Transportation Fund to focus assets on the places we needed to be in this state and, for the first time, dedicated general fund revenue to transportation. We

12/14/2000

streamlined our fuels tax collections and accelerated the receipt of federal transportation funding. So that we could spend tomorrow's dollars on today's projects and save money. And last year in the veto session, we passed a dedicated funding stream for transportation, the dedication of a portion of the insurance tax proceeds.

These innovations are accelerating the construction of critical transportation projects and providing a substantial infusion of transportation dollars. This year alone, my administration will provide \$3.2 billion for transportation projects statewide and over a half-billion dollars for transportation projects in this region. That's a 22% increase and a 70% increase respectively over last year. And we've generated this new revenue without raising taxes on the working men and women and businesses of Virginia.

Today I'm pleased to announce the *Transportation Reform Initiative*, directed specifically to VDOT and the way that we do business, which builds on the foundation and success of my *Innovative Progress* plan. With the benefit of new leadership at VDOT and working together with the Secretary of Transportation and members of the blue ribbon commission and members of the Legislature, we're prepared now to come forward with what we believe will be a landmark reform for VDOT. This initiative will enable us to build roads nine to twelve months faster, annually save more than \$140 million that will be reinvested back into roads, and enhance our efforts to protect the environment.

My proposal addresses three broad themes in a comprehensive legislative and administrative package: streamlining and reorganization; accountability and cost savings; and, environmental protection.

First, we are reorganizing the structure of VDOT. This is a concept that we have seen as necessary for a long time, but also our proposal addresses concerns that were raised in *Reinventing VDOT*, that was contained in the Northern Virginia Transportation Compact that was signed by this region's business leaders last month. Their observations were the same as our observations, and we were able to bring this to fruition within just a couple of weeks after they signed their compact. I value the input of Virginia's business community and, as I am showing today, share many of their concerns about our transportation system.

VDOT's core mission is to plan, build and maintain our roads. But over the years, the agency has taken on additional functions at the cost of efficiency. To refocus VDOT on its core mission, I'm implementing a series of best management practices, including project management, process ownership, personal responsibility, accountability and quality assurance.

VDOT will now be made up of two co-equal organizational units -- one for road building and maintenance and one for administration and finance. This is a new structural change to allow greater focus. These changes will create greater accountability and control of VDOT operations.

Our project management reforms will enable professional, experienced teams to manage highway projects from start to finish. Today projects are passed on from one stage to the next stage, one department to the next department within VDOT and often not seamlessly coordinated. Now, one team will work on a project from beginning to end, and this will facilitate acceleration of the projects. This will build in new efficiencies, cost savings and accountability compared to the current way of doing things.

Some of my other reorganization initiatives include: implementing a new e-procurement system; enabling VDOT to advance the design, contract and engineering process; and providing VDOT

greater flexibility to enter into contracts that allow one contractor to be responsible for a project from start to finish. All of these reforms will streamline the construction process and move projects forward faster and thereby save money.

I have mentioned that accountability will be built into the new project management teams that will be responsible for construction from start to finish. Contractors must also be held accountable, and I'm making proposals to do so.

We will strengthen penalties for contractors who fail to fulfill their contracts. We also will institute a series of penalties for contractors who violate the terms of their environmental permits. And we will make changes in the contracting process that will allow the Commonwealth to benefit from the best work at a fair price.

We will also hold illegal overweight trucks accountable for the damage they do to our roads. This too was mentioned in the Northern Virginia Transportation Compact. The current penalty for these violations hasn't changed since 1957. My proposal will raise penalties and multiply them for repeat offenders. Illegal overweight trucks are a danger to Virginia's drivers and a detriment to our roads, and we're going to make sure this road hazard is stopped.

Other accountability and cost saving initiatives include establishing objective criteria for the selection of transportation projects. This too was mentioned in the Northern Virginia Transportation Compact. The selection of transportation projects and the objective criteria will give our process greater integrity and credibility, and enable localities to assume some responsibilities for building and maintaining the state's roads. And as was said in the Compact document, "allow us to place our priority of money into the places where it is most needed."

As we build roads faster and for less, we must ensure that we protect our environment. This is a key area. We simply must acknowledge the fact that over the past decades the environment has become a key concern and compulsory regulations out of Washington and Richmond have a direct impact on the road building in the contemporary world. We have to recognize that it is a major impediment to speed but of course we made a decision as a society that it is worth it. So now it's our goal to do something about it. In addition to establishing penalties for environmental violations, I will put in place several other safeguards, including making permanent the position of the Assistant Commissioner for Environmental and Regulatory Affairs of VDOT; implementing a major program of intensified environmental training for VDOT employees; and identifying and then stockpiling potential sites for wetlands preservation. Stockpiling, so that we have got wetlands already and we don't have to go out and create them on every project at the cost of additional weeks and months and maybe years. We are also adding an environmental audit section to the agency, environmental staff to assist in the permit process and fostering a closer working relationship between VDOT and the Department of Environmental Quality.

My initiative will also provide for more stringent financial and internal controls for transportation projects, with immediate notification of the Secretary of Transportation whenever a project's budget comes into question. This will enable us to react more quickly when problems arise, and allow us to solve those problems while they are still manageable.

As VDOT undertakes these new initiatives, it is imperative that the agency secure the resources it will need in order to fulfill its mission. The fact is that nearly a quarter of VDOT's workforce may retire in the next five years. The agency must be prepared for this eventuality.

My initiative will prepare the agency for this transition and sets high standards for newly recruited professionals. I'm directing VDOT to examine its future needs and create a plan to address potential future workforce shortages in engineering, construction auditing, environmental compliance auditing, and other key areas.

The existing Civil Engineering Scholarship program will be expanded as well the breadth of recruiting for new engineers. VDOT will also begin a practice of paying market rate salaries to licensed professional engineers. By attracting and retaining the best talent, VDOT will be better able to meet the greater demands of a bigger and more complex transportation system.

The reforms I have announced today will put in place a transportation planning and building process similar to the Public-Private Transportation Act. To give you an idea of the difference that these reforms will make when implemented, I would like to announce the details of the Public-Private Transportation Act contract we are about to sign for Route 288 in Richmond.

VDOT originally projected that building Route 288 would cost more than \$283 million and take 36 months to complete. But with the efficiencies of the Public-Private Transportation Act, we will be able to complete Route 288 at the cost of \$236 million in only 29 months. That's a savings of more than \$47 million and 7 months in construction time. And I remind you of my original thought on this: *time is money*. The longer it takes to build it, the more it will cost. Route 288 will now be built sooner and cost much, much less.

This is important to Northern Virginia because we can take this same track with Route 28, the Dulles Rail Project and the Techway, and we can do it with every road project if my *Transportation Reform Initiative* is fully adopted.

Over the next several months, we will be implementing these bold, innovative and forward-thinking changes. We will also be developing more proposals as my administration consults with legislators and business leaders and reviews my Transportation Commission's final report.

As it stands today, my *Transportation Reform Initiative* will enable us to build roads nine to twelve months faster, annually save more than \$140 million that will be reinvested back into building roads, and enhance our efforts to protect the environment.

I fully expect this initiative to be met with powerful opposition from old thinkers and special interests. They will try to preserve the status quo at the expense of the taxpayers and at the expense of the efficiency of state government. And then they will try to cover up their inefficiencies by making demands for more money. But I believe we will persevere; these reforms will benefit too many hard-working people for a small number of special interests to block them.

I want to emphasize that this administration has made a lot of progress in funding and reforming our transportation system through our prior Innovative Progress proposals. I am particularly proud of the men and women who work at VDOT. With old rules governing their actions and old ways restraining their talents, I still nonetheless want to thank them. And just wait until they get a chance to work under this new system.

With this new approach, I believe we will unleash the potential of my administration to improve our

transportation system even more. This, when implemented, will be a ground-breaking legacy. And when we do, we will also unleash the potential of all Virginians to advance in the 21st century.

RESOLUTION

*Board
Hendrix*

**RESOLUTION #R-2001-85
CITY COUNCIL MEETING
December 11, 2000**

RE: TRAIN DERAILMENTS/PUBLIC SAFETY/STREET CONGESTION

WHEREAS, the City of Manassas and its railroads have coexisted for a century and a half with mutual respect for public safety and free enterprise concerns; and

WHEREAS, over the past decade, substantial business and residential growth has occurred in the region and rail freight traffic has more than doubled; and

WHEREAS, this unprecedented growth has generated serious public safety issues and congestion concerns where rail meets road; and

WHEREAS, after several years of discussion, a plan has been approved that promises long-term solutions to the problems mainly by eliminating key grade crossings; and

WHEREAS, even as implementation of the plan is just beginning, three freight train derailments have occurred at the same location under similar circumstances over the past seven months; and

WHEREAS, there have been no injuries, but thousands of motorists have been significantly inconvenienced and public safety has been jeopardized; and


WHEREAS, in each of the three incidents, no mechanical failure has caused or contributed to the derailments.


NOW, THEREFORE, BE IT RESOLVED that the Manassas City Council meeting in regular session this 11th day of December 2000, does hereby express deep concern for the safety of the general public following three avoidable Norfolk Southern train derailments in seven months at the same location; and

BE IT FURTHER RESOLVED that the City Manager is requested to schedule a meeting or meetings as soon as possible to: 1. Have Norfolk Southern explain to the community at a public meeting the specific changes to current operating procedures that will be implemented to prevent further similar derailments; and 2. Accelerate the work necessary to relocate the crew change and realign the 16° curve; and

BE IT FURTHER RESOLVED that Norfolk Southern is requested to move the crew change to the Wakeman Dr. grade crossing immediately while awaiting the permanent change to Bristow Rd., recognizing that it was the standard operating practice to do so until five years ago; and

BE IT FURTHER RESOLVED that Council Member Ulysses X. White who is a member of the Commonwealth Transportation Board is requested to take these urgent concerns to the Secretary of Transportation, the CTB, VDOT and VDR&PT, and that the City Manager is requested to provide an interim report to the Council on January 22, 2001, with a final report on February 26.


Marvin L. Gillum Mayor
On behalf of the City Council
of Manassas, Virginia

ATTEST:

Kimberly D. Allen City Clerk

Manassas Demands Quick Work on Curve

Third Derailment at Site Angers Council

By CHRIS L. JENKINS
Washington Post Staff Writer

In the wake of last week's Norfolk Southern train derailment, the Manassas City Council passed a strongly worded resolution Monday night designed to prod Virginia and railway officials into fixing a sharp curve blamed for the third similar accident in seven months.

The resolution, which passed unanimously, asks Norfolk Southern to speed plans to realign the curve, the site of two other derailments in May and September. It also requests that Norfolk Southern move the crew-change station to farther south of the city so that trains will be on a straightaway when they stop. City officials say that when trains start up again after being idle on the curve, they more easily jump the tracks.

Before voting on the resolution, several council members expressed their anger at what they deem a chronic problem.

"I'm somewhat incensed about what's going on in our community," council member Harry J. "Hal" Parrish II (R) told a Norfolk Southern

official at the meeting. "This is the third accident in seven months, and there are a lot of things I associate with 'three.' Like three strikes, you're out."

The derailment of the Norfolk Southern freight train at Wellington and Stonewall roads Friday night snarled traffic for more than an hour, damaged four vehicles and nearly missed a propane tank. The train, nearly two miles long, was headed south to Norfolk from Detroit. No one was injured.

Several council members said that they are becoming increasingly concerned with the manpower needed to direct traffic when trains block intersections and with the potential for emergency vehicles to get stuck in the resulting gridlock.

"We could have a disaster," if emergency vehicles had to get through, said council member Robert Oliver (R).

City, state and Norfolk Southern authorities already have agreed to make improvements to the rail lines, which will likely cost \$32 million. Construction is slated to finish

See DERAILMENT, Page 7

DERAILMENT, From Page 3

in April 2002. The improvements include broadening the tricky curve and building overpasses over the tracks.

City officials say the timetable is much too long and want state and freight officials to do something immediately.

"I have not seen the the concern expressed by Norfolk Southern that should be expressed," Parrish said. "... What concerns me is that sooner or later you will have an accident that kills someone."

What has frustrated Manassas officials even more is that there is very little they can do except request that changes be made faster—and then wait. The city has billed Norfolk Southern for overtime costs, nearly \$7,000, for the first two derailments, but several officials said Monday that they should hold the freight company responsible for the entire cost of handling last week's incident.

Jay Traywick, Norfolk Southern's trainmaster, told the council that company officials are unsure what caused the derailment and that the reasons appeared to differ from the other two accidents. The spring accident was caused by operator error and the one two months ago by an unbalanced load.

"This train should not have derailed," he said, adding that the train was negotiating the curve at a slower pace than usual and that the empty cars were well balanced with the remainder of the train.

The resolution also requests that council member Ulysses X. White (R) take the city's concerns to the

Commonwealth Transportation Board, of which he is a member, and to other Virginia officials. City Manager Lawrence D. Hughes C will report back to the council in late January after he meets with state and Norfolk Southern authorities.

Third Derailment Heightens Concerns in Va.

By WILLIAM BRANIGAN
Washington Post Staff Writer

A Norfolk Southern freight train derailed in Manassas Friday night, sending one car within several feet of a propane tank and tying up city traffic, Manassas officials said yesterday.

It was the third low-speed train derailment in the city in seven months. All three accidents have happened on the same stretch of track, a sharp 15-mph curve near a Norfolk Southern crew-change building, said Roger Snyder, director of economic development for Manassas and the city's liaison with the Norfolk-based railroad.

The derailments have alarmed city officials, who fear that the problem in negotiating the curve could one day prove disastrous. They want Norfolk Southern and the Virginia Department of Transportation to speed up plans to broaden the curve, replace the century-old track and move the crew-change location to a stretch of straight track outside the city.

"The city has been incredibly patient with Norfolk Southern," said Manassas City Manager Lawrence D. Hughes. "We're starting to feel like we're playing Russian roulette. We've been incredibly lucky that we've had no major injuries or [hazardous materials] spills. ... But our luck's got to be running out."

The latest derailment occurred about 8:45 p.m. Friday when a nearly two-mile-long train, pulled by three engines, was rounding the curve near Stonewall Road and Wellington Road on its way from front to Norfolk via Hagerstown,

Md. Six cars were pulled off the track, but none toppled over, Norfolk Southern and city officials said.

The derailed cars damaged four privately owned vehicles in the Norfolk Southern rail yard, and the stalled train blocked traffic at seven road crossings for more than an hour, officials said.

"One car came within five feet of a large propane tank that is used on a switch heater right next to Wellington Road," Snyder said. He said the railroad "should immediately begin changing crews outside the city where there is straight track, even if it's an inconvenience for the crews."

Manassas officials say that when the trains stop on the curve to change crews, the tremendous torque they generate when they start again tends to pull the cars in a straight line, cutting off the curve and causing the cars to derail. Snyder said the problem is exacerbated when, as apparently happened Friday night, lighter cars are placed at the front of the train.

Susan Bland, a spokeswoman for Norfolk Southern, said Friday's derailment is under investigation but

that the train apparently had not yet stopped to change crews. In any case, she said, the railroad is moving ahead with plans to move the crew-change location but cannot do so immediately.

"The crew can't just be dumped off in a field somewhere," she said.

"You need to build facilities."

Hughes, the city manager, said: "We feel both Norfolk Southern and the state need to expedite this project more than they have. ... This is a very correctable situation, and we believe it needs to be done now."

NORFOLK SOUTHERN FREIGHT TRAIN DERAILMENTS IN MANASSAS

<u>Date</u>	<u>Time</u>	<u>Mile Post</u>	<u>No.</u>	<u>Weight</u>	<u>Train Cars</u>	<u>Dir.</u>	<u>Cars Derailed No.</u>	<u>Location</u>	<u>Engines Pulling?</u>	<u>Speed</u>	<u>Estimated Damage Amount</u>
May 12	3:55 pm	33.5	38Q	8932T	128	N/W	9	3 - 9	Yes	05	\$14,960
Sept. 20	9:40 pm	33.5	126	8832T	118	N/W	6	1 - 6	Yes	07	27,100
Dec. 8	8:45 pm	33.5	228	6300T	59	E/S	6	2 - 7	Yes	07	12,400

Compiled by: City of Manassas

Minutes of the Commonwealth Transportation Board
Meeting of December 14, 2000
Page 4

(C) Mr. Myers queried the status of improvement projects relating to Interstate rest area facilities, and Ms. Lionberger queried the status of truck parking at rest area facilities. Following a discussion between staff and CTB members, Chairman Ybarra suggested staff work with Virginia Tourism Corporation for the development of a briefing for a later CTB workshop.

(D) Chairman Ybarra distributed Remarks by Governor James S. Gilmore, III given at the Press Conference on Transportation Reform in Arlington, VA, December 13, 2000.

(E) CTB member Mr. White distributed a Resolution of the City Council of Manassas, Virginia, dated December 11, 2000, regarding Train Derailment/Public Safety/Street Congestion.

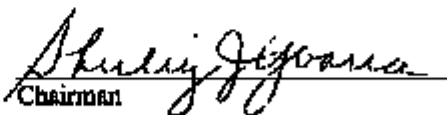
* * *

The meeting was adjourned at 11:20 a.m.

* * *

The next meeting will be held on January 18, 2001, in Richmond, Virginia.

Approved:


Chairman

Attested:


Secretary