

**MINUTES**

**MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD**

**Richmond, Virginia**

**February 18, 1988**

The monthly meeting of the Commonwealth Transportation Board was held in the Central Office in Richmond, Virginia, on February 18, 1988, at 10:00 a.m. The chairman, Mr. Ray D. Pethtel, presided.

Present: Messrs. Pethtel, Bacon, Beyer, Davidson, Guiffre, Howlette, Kelly, Leafa, Malbon, Musselwhite, Quicke and Smalley and Mrs. Kincheloe and Dr. Thomas.

Absent: Mr. Humphreys.

Mr. Pethtel introduced Mr. Fred Fisher with the Varina Beautification Committee. Mr. Fisher presented the Department with a \$10,000 check to landscape the interchange of Interstate 295 and Virginia Byway Route 5.

Mr. Guiffre presented Mr. Morris J. Walker, Jr. with a plaque from the Northern Virginia Minority Business and Professional Association for the efforts the Department has made in the leadership and support of minority business in the Northern Virginia area.

On motion of Mr. Guiffre, seconded by Mr. Quicke, the minutes of the meetings of November 13, 1987 and December 17, 1987, were approved.

On motion of Mr. Smalley, seconded by Mr. Kelly, permits issued and canceled from January 21, 1988 to February 17, 1988, inclusive, as shown by the records of the Department, were approved.

Moved by Mr. Guiffre, seconded by Mrs. Kincheloe, that the Board approve additions, abandonments or other changes in the secondary system from December 17, 1987 to January 27, 1988, inclusive, as shown by the records of the Department.

Motion carried.

2/18/88

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

WHEREAS, by proper resolutions, the Board of Supervisors of King & Queen, Pittsylvania and Richmond Counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts of the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia of 1950, as amended, the following roads be discontinued as parts of the Secondary System of Highways, effective this date:

King & Queen County - Section 1 - Route 608 - From Station 31+20 to 36+57

0.10 Mi.

Section 2 - Route 608 - From Station 53+00 to Station 58+80  
Project: 0608-049-118, M-501, M-502

0.11 Mi.

Pittsylvania County - Sections 1 and 3 - Route 827 - Project: 0827-071-P61, N-501

0.20 Mi.

Richmond County - Sections 3, 4, 5, 6 and 7 - Routes 624 and 636 - Project: 0624-079-123, M-501

0.15 Mi.

Motion carried.

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

WHEREAS, Route 29 in Gloucester County has been altered and reconstructed as shown on plans for Project 156-B and

2/18/88

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.28 mile of old Route 29, shown in blue and designated as section one, Project 156-B be abandoned as a part of the State Highway System.

Motion carried.

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

WHEREAS, with respect to the recent completion of construction of the route bypassing the business district of the City of Emporia in Greensville County, and in accordance with recommendations by our Transportation Engineers, it is deemed necessary to add said route to the Primary System of Highways as an arterial route and to establish a route number designation; and

WHEREAS, the Executive Committee of the American Association of State Highway and Transportation Officials at their meeting of December 5, 1987, approved the route designations as contained herein;

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NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board in accordance with authority entrusted under Section 33.1-34 and 33.1-29 of the Code of Virginia, as amended, does hereby add to the Primary System of Highways as an arterial route the relocated route bypassing the business district of the City of Emporia, from a point on existing U.S. Route 58 near the east corporate limits of Emporia to existing U.S. Route 58 near Interstate Route 95, and designate said route as U.S. Route 58, length 3.00 miles; and

BE IT FURTHER RESOLVED, that present U.S. Route 58 through the business district of the City of Emporia and between points of intersection with the new routing shall be redesignated as U.S. Route 58 Business and deleted from the Arterial System.

Motion carried.

The bids received January 12, 20 and 26, and February 9, 1988, were approved as noted on the attached sheets numbered 4a through 4t.

JOB. DIS.	PROJECT NUMBER	RT. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
1	134-87B 0064-122-104, 0510	264	West End of Portsmouth Tunnel City of Norfolk Exterior Renovation of Tunnel Ventilation Bldg.	Moved by Dr. Howlette, seconded by Mr. Quicke	DEPENDENCE CONSTR. CO. OF VA VIRGINIA BEACH, VA	1	\$130,540.00
2	9-8BA 0095-042-111, 0502	55	From: Richmond-Petersburg Hwy. To: Remover-Caroline Ct Remover County Selective Tree Removal	AWARD	FRON LINE SERVICE, INC. SCOTTDALE, PA	4	\$35,150.00
3	10-8BA 0095-043-104, 8902	285	From: Int. Rte. 5 To: 1.0 MI. N. Int. Rte. 64 Remover County Traffic Signs	AWARD	JAMES DAVIDSON CONSTRUCTORS, INC. DICHINSON, VA	3	\$281,036.05
4	18-8BA 0064-081-101, 8813	64	From: 7.739 MI. E. Alleghany-Rockbridge C To: 1.971 MI. E. Alleghany-Rockbridge C Rockbridge County Supr. Cut slope failure	AWARD	CHARLES W. BARNER & SON CONSTR. CO., INC. LEXINGTON, VA	5	\$352,785.25
5	790 0064-043-2083, 2084, 2001	64	Rte. 64 over Southern Hwy. 0.7 MI. N. of Caledonia Avy. Marion County Dr. Beck Rep'r., Asphalt Conc. Overlay & Shoulder Restoration	AWARD	CENTRAL ATLANTIC CONSTRUCTORS, INC. BROOKING, MD	6	\$489,627.00
6	792 0077-010-7113-431	77	Near Int. Rte. 61 & Rte. 77 Blaine County Slide Correction	AWARD	BORDWINE CONSTR. CO., INC. MARTIN, VA	8	\$196,608.00

JOB DES.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECORDING	CONTRACTOR	NO. OF BIDS	LOW BID
7	DR-3-68	64	From: 0.26 MI. E. of Rte. 450(Grandy st REJECT To: 0.11 MI. W. of Rte. 450 City of Norfolk Drainage Numberation		APAC-VA, INC. RICHMOND, VA	2	674,095.00
PAVING PROJECTS Moved by Mr. Smalley, seconded by Dr. Howlette							
1	14-60A	8	From: 0.017 MI. S.W. Stuart To: 0.254 MI. S.W. Stuart Patrick County Asphalt Conc. Base	AWARD	J. C. JORCK THROCKING & PAVING CO., INC. PATRICK SPRINGS, VA	2	\$219,302.25
2	2-81A	480	From: 0.351 MI. S. SCL Grandy To: 0.977 MI. S. SCL Grandy Buchanan County Asphalt Conc. Base, Asphalt Top Parking Lot & Retaining Wall	AWARD	PALLEY'S, INC. EAST STONE GAP, VA	4	\$2,725,081.29
3	4-66A	63	From: 0.4 MI. N. of Rte. Hwy 1. To: 1.23 MI. W. of Rte. Hwy 1 Dickerman County Var. Wid. Lt. & Rt. & Entire Surf. Asphalt Top	AWARD	G. F. ROBINETTE CONTRACTOR, INC. MORFON, VA	8	\$285,015.25
4	5-66A	17	Rte. 817 & 17-360 (Tappahannock) Essex County Intersection Improvements & Signals	AWARD	LEE W PAVING CORP. RICHMOND, VA	4	\$372,964.90

BIDS RECEIVED JANUARY 30, 1988

JOB DES.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
5	7-88A 0100-035-105, C503, 2604	100	From: 6.146 MI. S. Int. Rte. 460 To: 5.368 MI. S. Int. Rte. 460 Glies County Asphalt Conc. Base with Asphalt Top 6 Br.	AWARD	W. G. ENGLISH, INC. ALVAZISTA, VA	7	\$5,561,457.50
6	18-88A 0311-080-107, M601, 2600T 0311-080-108, M501, M604; 0311-080-109, M501	311	Various Locations (3) Roanoke County Asphalt Conc. Base, Drivve Surf, Asphalt Top 6 Br. Mid.	AWARD	A. R. GORREY & SONS, INC. RICHMOND, VA	6	\$913,732.60
7	7A3 T51-1-88	39	From: Int. of Lela Ave. To: Int. of Rte. 43 Town of Altavista Traffic Signal Installation & Modifications Var. Intersection	AWARD	ADVANCED CONTROL TECHNOLOGY, INC. CINCINNATI, OH	4	\$235,129.25
8	7B1 84R-5-88	5B	From: Int. Snowden St. To: Dr. over West MILITARY Hwy. City of Chesapeake Shoulder Renovation	AWARD	ARRC-VA, INC. RICHMOND, VA	4	\$49,172.90
9	796 T51-5-88	5	Int. at Rte. 5 & Rte. 615 James City County Traffic Signal Installation	AWARD	KITE HUNTER, INC. TAMPA, FL	10	\$45,436.50
10	205-87B 0360-020-120, M501	360	From: 0.1 MI. W. Int. Rte. 653 (Court House Rd.) To: 0.15 MI. E. Int. Rte. 653 (Court House Rd.) Chesterfield County Slt. Conc. Base, Blt. Top 6 Signals	REJECT	RICHARD L. GORDON CONSTR. INC. PETERSBURG, VA	1	\$422,921.21

JOB, DES.	PROJECT NUMBER	TYPE, RD.	LOCATION & ROAD TYPE	RECOMMEND	CONTRACTOR	EST. OR 61bs	LOW BID
11 40-88A	0015-033-1006, 8801	15	Rte. 15 over Cunningham Cr. - 0.3 MI. S. Int. Rte. 63 Fluvanna County Br. Superstr. Replacement	SUBJECT	ATLANTA CONSTR. CO., INC. ANNETT, VA	2	\$379,161.00 OPT. A
12 41-88A	0522-023-1004, 8801	522	Rte. 522 over Davila Run Calhoun County br. Superstr. Replacement/Reiden	SUBJECT	CENTRAL ATLANTIC CONTRACTORS, INC. AARHORN, MD	4	\$223,136.00 OPT. A
1 24-88A	0143-121-103, 8802	143	From: 0.155 MI. S. Int. Quarter Point Rd To: 0.795 MI. S. Int. Quarter Point Rd. City of Newport News Asphalt Conc. Base, Asphalt Top, Drainage, Inlets, & Signalization.	Moved by Dr. Howlette, seconded by Mr. Davidson	RECON 5, BRANSCOME, INC. WILLIAMSBURG, VA	5	\$7,975,091.50
2 26-88A	0102-143-101, 8801, 8802 8803	102	From: 0.019 MI. S. Int. Graham Ave. To: 0.105 MI. N. Int. Graham Ave. Town of Bluefield Asph. Base & Asphalt Top	AMAND	PROBLETON CONSTR. CORP. WITHERSILLE, VA	3	\$2,574,142.75

JOB, DES.	PROJECT NUMBER	RTS. NO.	LOCATION & MAJOR TYPE	REQUIRED	CONTRACTOR	NO. OF BIDS	LOW BID
3	25-88A 0011-126-101, C501	11	Int. Borwood St. & First St. (At Newover Ln Br.) City of Radford Asphalt Conc. Base, Asphalt Top & Signals	AWARD	A. R. CORREY & SONS, INC. RICHMOND, VA	2	\$518,854.87
4	27-88A 0000-149-105, C501		Washington From: Int. Pollard St. To: Int. Mitchell St. Town of Vinton Asphalt Conc. Base, Asphalt Top, Drainage, Inlets & Signals	AWARD	A. R. CORREY & SONS, INC. RICHMOND, VA	5	\$1,397,832.00
5	28-88A 0059-201-102, C501	54	From: 0.112 MI. S. Int. Maple Ln. To: 0.311 MI. S. Maple Ln. Town of South Hill Asphalt Conc. Base, Asphalt Top & Signals	AWARD	B. P. SHORT & SON PAVING CO., INC. PETERSBURG, VA	3	\$372,198.70
6	716 0460-184-179, M501	680	From: Ste. 84+38.00 To: Etc-24+82.00 Township County (TOWN OF CEDAR BLUFF) Conc. Sidewalk	AWARD	H. L. B., INC. MILLSVILLE, VA	7	\$99,828.00
1	6-88A 0872-034-181, C501	872	From: Int. Ste. 661 To: 0.04 MI. N. of Ste. 665 Frederick County Asphalt Conc. Base & Asphalt Top	AWARD	L. F. FRANKLIN & SONS, INC. STEPHENSON, VA	2	\$563,218.85

SECONDARY PROJECTS

Moved by Mr. Gutfre, seconded by Mr. Quicke

PLANS RECEIVED JANUARY 20, 1969

JOB DES.	PROJECT NUMBER	ITE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
2	B-88A 0624-039-P47, NS01	624	From: 0.25 MI. N. Rte. 623 To: Int. Rte. 622 Greene County Aggr. Base & Asphalt S.T.	AWARD	WALEY, CHISHOLM & MORRIS, INC. CHARLOTTEVILLE, VA	1	\$227,769.10
3	11-88A 0636-046-1B3, NS01	626	From: 0.086 MI. S. Int. Rte. 678 To: 0.024 MI. W. Int. Rte. 677 Sale of Right Asphalt Conc. Base & Asphalt Top	AWARD	T. H. WIGGINS CO., INC. SUFPOLK, VA	6	\$291,750.40
4	12-88A 0662-053-216, CS01, D666, D657	662	From: Int. Rte. 665 To: Int. Rte. 16 Loudoun County Aggr. Base, Asphalt S.T. & Drainage	AWARD	RICHIEY LAMB, INC. WINCHESTER, VA	8	\$1,019,992.40
5	13-88A 0604-061-248, NS02	604	From: Rte. 606 To: Rte. 605 City of Suffolk Conc. Base & Bitum Surf. Asphalt Top	AWARD	T. H. WIGGINS CO., INC. SUFPOLK, VA	4	\$177,613.60
6	16-88A 0703-071-230, NS03	703	From: Int. Rte. 41 To: 0.066 MI. S. Int. Rte. 638 Pittsylvania County Aggr. Base & Asphalt Top	AWARD	LARAMORE CONSTR. CO., INC. DANVILLE, VA	5	\$339,674.47
7	16-88A 0639-074-169, CS01	639	From: Int. Rte. 10 To: 0.6 MI. N. Int. Rte. 10 Prince George County Aggr. Base & Asphalt S.T.	AWARD	RICHARD L. CHOMBER CONSTR., INC. PETERSBURG, VA	1	\$316,133.36

LISTS RECEIVED JANUARY 20, 1958

JOB. DES.	PROJECT NUMBER	TYPE AND	LOCATION # WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
0 21-88A	0649-096-217, MS01, MS02, MS25	649	From: 0.047 MI. N. E. Int. Frontages Road "A" Rte. 81 To: 0.144 MI. N. E. Int. Frontages Road "A" Rte. 81 Mythe County Aggr. Base, Asphalt S.T. & Gr.	AMRD	PROBLETT CONSTR. CORP. MYTHEVILLE, VA	4	\$340,654.80
9 28-88A	0631-081-173, MS01	831	From: 0.9 MI. E. E. Int. Rte. 703 To: 0.11 MI. E. Int. Rte. 703 Roanoke County Aggr. Base, Asphalt Top & Salts. Rte. 703	AMRD	ROBERTSON-FORTNER CO., INC. ROCKSWAY, VA	1	\$504,097.80
10 773	0895-044-276, CS01	695 & 696	From: Rte. 58 To: 0.59 MI. N. Rte. 58 AND From: Rte. 695 To: 0.85 MI. N. Rte. 695 Henry County Grade, Drain. & Pave.	AMRD	ALPCO-VA., INC. DAWVILLE, VA	5	\$290,459.40
11 778	0796-067-496, MS01	788	From: R. Sec. 130 To: Rte. 764 ROBERTA COUNTY Aggr. Base & Asphalt S.T.	AMRD	ALPCO, INC. WYTHEBORO, VA	6	\$428,446.00
12 779	0619-077-470, MS01 0619-077-170, MS35	619	From: Rte. 673 To: W. Int. Rte. 605 Palaski County Aggr. Base, Asphalt S.T. & Gr.	AMRD	B. F. ROBERTS CONTRACTOR, INC. MORTON, VA	11	\$633,976.70

0105 RECEIVED JANUARY 20, 1988

JOB. DES.	PROJECT NUMBER	ITE. NO.	LOCATION & WORK TYPE	REQUIREMENT	CONTRACTOR	NO. OF BIDS	LOW BID
13	782	0651-014-P17, MS01	651 From: 0.75 MI. N. Rte. 20 To: Rte. 763 Buchingham County Grade, Drain, Stabilize & Asphalt S.T.	AMASD	CAMP CONSTR. CO., INC. FAREVILLE, VA	10	\$111,629.85
14	788	PENDELTON DRIVER; 070-0690-5002; VERNA AVE. ; LINDA DRIVER; SCALES ROAD 1804-044-281, MS01; 0768-044-P71, MS01; 0883-044-P84, MS01; 0985-044-289, MS01	Var. Various Locations Henry & Patrick Co.'s Grade, Drain, Stabilize & Asphalt S.T.	AMASD	J. G. JOYCE PROCESSING & PAVING, CO., INC. PATRICK SPRINGS, VA	5	\$310,267.90
15	786	0622-080-225, MS01, B668	622 From: 0.5 MI. S. Int. Rte. 873 To: 0.6 MI. E. Int. Rte. 873 Roanoke County Dr. & Approaches	MAASD	A. B. COUTY & SONS, INC. BIRCHMAN, VA	5	\$16,846.70
16	789	83-5A-89	804 Rte. 804 Dr. over Lake Prince City of Suffolk Dr. Repr. with File Joints	MAASD	MORRIS & PARKER, INC. STEVENSVILLE, MD	11	\$74,807.00
17	791	80-0793-5108-007	793 From: 0.03 MI. W. Int. Rte. 717 To: 0.03 MI. to Dead End Roanoke County Replace Exist Pipe with 10' and 8' Box Culvert	MAASD	D.L.B., INC. HILLSVILLE, VA	5	\$59,081.50

JOB. DES.	PROJECT NUMBER	RTS. NO.	LOCATION & MARK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
18 793	0784-076-8314; 2068-076-5005	784 & 2068	From: Rte. 640 To: 0.12 MI. E. Rte. 640 AND From: Rte. 784 To: 0.098 MI. N. Rte. 784 Prince William County Turning In. Improvements	AWARD	JULIOS SARASOON, INC. WOODBRIDGE, VA	2	\$140,683.60
19 798	0668-034-009,MS01	668	From: Rte. 11 To: Rte. 671 Frederick County Light. Base & Asphalt S.T.	AWARD	MURLEY LANS, INC. WINCHESTER, VA	2	\$139,783.40
1 489	F-11-95	Var.	MISCELLANEOUS PROJECTS ----- Various Locations Palifax & Arlington Co's Repr. & Replace Fence	Moved by Mr. Guiffre, seconded by Mrs. Kincheloe AWARD	PENN LINE SERVICE, INC. SCOTTSDALE, PA	4	\$128,600.00
2 784	03-1-05	Var.	Various Locations Bristol District Furnish and/or Erect Guardrail	AWARD	PENN LINE SERVICE, INC. SCOTTSDALE, PA	6	\$258,721.00

RTS RECEIVED - JANUARY 20, 1988

JOB NOS.	PROJECT NUMBER	RTS. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
3	PG-BA-87	Var.	Various Locations Augusta County Fence Maintenance & Replacement	AWARD	NO VALLEY FENCE & GERRARDT CO. NEEDS CREEK, VA	5	\$25,409.50
4	EM-4-86	Var.	Various Locations Richmond District Beam Repairs. & CURB + QUARRELL Repairs (\$ Brn.)	AWARD	BRONDER CONTRACTING CO., INC. PINEHILL BEACH, VA	4	\$120,900.00
5	EM-A-88	Var.	Various Locations Palmer & Millington Co.'s & City of Alexandria Sweeping & Cleaning paved Roadways	REJECT	BRONKING-FRENCH, INC. BALTIMORE, MD	1	\$28,654.00
6	P-4-88	Var.	Various Locations Richard District Clean & Paint Br. structural steel (\$ Brn.)	REJECT	MP INDUSTRIES, INC. BALTIMORE, MD	4	\$987,000.00
1	20-88A	ALT. 1(C-11-88,C-12-88, C-13-88) ALT. 2(C-15-86,C-16-88, C-17-88)	ASPHALT SURFACE TREATMENT BIPE RECEIVED JANUARY 12, 1988 AND JANUARY 26, 1988 VARIOUS LOCATIONS SMITHSON DISTRICT	AWARD	M-C CONSTRUCTION AND TRADING, INC. CHILHOWIE, VA	2	\$768,593.38
						4	\$878,840.75
							TOTAL \$1,465,434.11

Moved by Mrs. Kinchloe, seconded by Dr. Howlette

JOB DES.	PROJECT NUMBER	RTZ. NO.	LOCATION & NAME TYPE	RECOMMEND	CONTRACTOR	NO. OF BIOS	LOW BID
2	31-88A	ALT. 1(C-21-88,C-25-88, C-26-88)	VARIOUS LOCATIONS GALDEN DISTRICT	AWARD	ADAMS CONSTRUCTION CO. BOANOCHE, VA	2	\$1,148,789.04
		ALT. 2(C-22-88,C23-88)				3	\$682,579.36
						TOTAL	\$2,031,378.40
3	32-88A	ALT. 1(C-31-88,C-32-88)	VARIOUS LOCATIONS LYNCHBURG DISTRICT	AWARD	WHITENBURG PAVING CO., INC. RICHMOND, VA	4	\$1,307,542.91
4	32-88A	ALT. 2(C-33-88,C-34-88, C-35-88)	VARIOUS LOCATIONS LYNCHBURG DISTRICT	AWARD	PAYNE PAVING CO., INC. SCOTTSVILLE, VA	4	\$1,553,347.50
5	33-88A	ALT. 1(C-41-88,C-42-88, C-43-88)	VARIOUS LOCATIONS RICHMOND DISTRICT	AWARD	B. F. SMITH AND SON PAV.CO.,INC. PETERSBURG, VA	3	\$1,593,153.46
5	33-88A	ALT. 2(C-44-88,C-45-88, C-46-88)	VARIOUS LOCATIONS RICHMOND DISTRICT	AWARD	WHITENBURG PAVING CO., INC. RICHMOND, VA	1	\$1,436,505.61
7	34-88A	ALT. 1(C-51-88,C-53-88)	VARIOUS LOCATIONS SOPPOK DISTRICT	AWARD	WHITENBURG PAVING CO., INC. RICHMOND, VA	2	\$648,708.72
8	34-88A	ALT. 2(C-52-88,C-54-88, C-55-88)	VARIOUS LOCATIONS SOPPOK DISTRICT	AWARD	B. F. SMITH AND SON PAV.CO.,INC. PETERSBURG, VA	2	\$894,638.31

BISS RECEIVED JANUARY 20, 1988

JOB DES.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	REQUIREMENT	CONTRACTOR	NO. OF BIDS	LOW BID
9 35-88A	ALT. 1 (C-61-88,C-64-88)		VARIOUS LOCATIONS FREDERICKSBURG DISTRICT	AWARD	WHITTINGST PAVING CO., INC. RICHMOND, VA	1	\$1,171,494.08
	ALT. 2(C-62-88,C-63-88)					1	\$929,284.63
						TOTAL	\$2,100,778.71
10 36-88A	ALT. 1(C-11-88,C-12-88)		VARIOUS LOCATIONS CULPEPER DISTRICT	AWARD	WHITTINGST PAVING CO., INC. RICHMOND, VA	1	\$578,654.59
11 36-88A	ALT. 2(C-13-88,C-14-88)		VARIOUS LOCATIONS CULPEPER DISTRICT	AWARD	PAYNE CONTRACTORS, INC. VILLAGE, VA	2	\$551,682.21
12 37-88A	ALT. 1(C-91-88,C-92-88, C-93-88)		VARIOUS LOCATIONS STAFFORD DISTRICT	AWARD	WHITTINGST PAVING CO., INC. RICHMOND, VA	1	\$910,561.66
13 37-88A	ALT. 2(C-94-88,C-95-88)		VARIOUS LOCATIONS STAFFORD DISTRICT	AWARD	ADAMS CONSTRUCTION CO. ROANOKE, VA	2	\$814,571.48
14 38-88A	C-41-88		VARIOUS LOCATIONS NORTHERN VIRGINIA DISTRICT	AWARD	WHITTINGST PAVING CO., INC. RICHMOND, VA	1	\$580,985.74

JOB DES.	PROJECT NUMBER	RTS. NO.	LOCATION & WORK TYPE	REQUIREMENT	CONTRACTOR	NO. OF BIDS	LOW BID
1 23-808	0064-121-105, CS01; 0000-121-100, CS02; 0171-099-102, CS01	64 4 171	INTERSTATE PROJECT From: O. DAY St., Jefferson Ave. To: George Washington Memorial Hwy, City of Newport News Construct Interchange	ROAD	Mr. Gutfre, seconded by Mr. Malbon SUSSEX BUILDING & UTIL., INC. HOBOKEN, NJ	3	\$18,376,319.05

JOB NOS.	CONTRACT ITEMS	SCH. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
ASPHALT PUGH MIX							
42-88A	1-A-88 & 1-L-88	104-88	VARIOUS LOCATIONS BRISTOL DISTRICT	AWARD	ADAMS CONSTR. CO. ROANOKE, VA	2	\$744,851.27
	1-B-88, 1-F-88, 1-I-88, 1-J-88	102-88	VARIOUS LOCATIONS BRISTOL DISTRICT	AWARD	MATTHEW LINE CO. MOUNTAIN CITY, TN	3	\$2,815,889.95
	1-C-88, 1-E-88, 1-H-88, 1-K-88	103-88	VARIOUS LOCATIONS BRISTOL DISTRICT	AWARD	W-L CONSTR. & PRV., INC. CHILHOWIE, VA	2	\$1,732,525.80
	1-B-88	104-88	VARIOUS LOCATIONS BRISTOL DISTRICT	AWARD	JAMES R. UPHAM & SONS CONSTR. CO. JEFFERSON, NC	3	\$408,496.40
	1-G-88	105-88	VARIOUS LOCATIONS BRISTOL DISTRICT	AWARD	APAC-VA, INC. RICHMOND, VA	3	\$353,266.82
43-88A	2-A-88, 2-C-88, 2-D-88, 2-F-88, 2-G-88, 2-H-88, 2-I-88, 2-J-88, 2-K-88	201-88	VARIOUS LOCATIONS SALEM DISTRICT	AWARD	ADAMS CONSTR. CO. ROANOKE, VA	2	\$4,773,789.37
	2-N-88	202-88	VARIOUS LOCATIONS SALEM DISTRICT	AWARD	APAC-VA, INC. DANVILLE, VA	2	\$291,847.95
	2-F-88 & 2-L-88	203-88	VARIOUS LOCATIONS SALEM DISTRICT	AWARD	VA ASPHALT PAV. CO., INC. ROANOKE, VA	2	\$1,489,279.80
	2-H-88	204-88	VARIOUS LOCATIONS SALEM DISTRICT	AWARD	LAMARCHE PROS. CO., INC. LYNCHBURG, VA	3	\$825,513.85
44-88A	3-A-88	301-88	VARIOUS LOCATIONS LYNCHBURG DISTRICT	AWARD	BLANCHARD CONSTR. CORP. RICHMOND, VA	3	\$1,030,791.97

JOB RES.	CONTRACT ITEMS	SCH. NO.	LOCATION 1 WORK TYPE	REMARKS	CONTRACTOR	NO. OF BIDS	LBN BID
3-B-88	VARIOUS LOCATIONS LYNCHBURG DISTRICT	302-88	VARIOUS LOCATIONS LYNCHBURG DISTRICT	AWARD	LAURENCE BROS. CO., INC. LYNCHBURG, VA	2	\$904,777.02
3-C-88	VARIOUS LOCATIONS LYNCHBURG DISTRICT	303-88	VARIOUS LOCATIONS LYNCHBURG DISTRICT	AWARD	RODGE CONSTR. CO. RODMORSE, VA	2	\$1,219,955.31
3-D-88	VARIOUS LOCATIONS LYNCHBURG DISTRICT	304-88	VARIOUS LOCATIONS LYNCHBURG DISTRICT	AWARD	APAC-VA, INC. MANVILLE, VA	2	\$1,248,141.31
3-E-88	VARIOUS LOCATIONS LYNCHBURG DISTRICT	305-88	VARIOUS LOCATIONS LYNCHBURG DISTRICT	AWARD	ROY H. FORD CO., INC. BLAIRS, VA	2	\$1,039,018.82
4S-88A	4-A-88, 4-C-88, 4-I-88	401-88	VARIOUS LOCATIONS RICHMOND DISTRICT	AWARD	APAC-VA, INC. RICHMOND, VA	1	\$1,130,454.74
4-B-88	VARIOUS LOCATIONS RICHMOND DISTRICT	402-88	VARIOUS LOCATIONS RICHMOND DISTRICT	AWARD	B. P. SHURT & SON PROJ. CO., INC. PETERSBURG, VA	1	\$573,252.28
4-C-88 & 4-D-88	VARIOUS LOCATIONS RICHMOND DISTRICT	403-88	VARIOUS LOCATIONS RICHMOND DISTRICT	AWARD	HANES CONSTR. CO. RODMORSE, VA	1	\$769,165.51
4-F-88, 4-G-88, 4-H-88	VARIOUS LOCATIONS RICHMOND DISTRICT	404-88	VARIOUS LOCATIONS RICHMOND DISTRICT	AWARD	INTERSTATE CONSTR. CORP. RICHMOND, VA	2	\$394,581.79
4-I-88, 4-K-88, 4-L-88	VARIOUS LOCATIONS RICHMOND DISTRICT	405-88	VARIOUS LOCATIONS RICHMOND DISTRICT	AWARD	SHOENMAIR BROS., INC. CHESTER, VA	5	\$1,172,138.00
4-J-88 & 4-Q-88	VARIOUS LOCATIONS RICHMOND DISTRICT	405-88	VARIOUS LOCATIONS RICHMOND DISTRICT	AWARD	POHRLCO CORP. RICHMOND, VA	3	\$498,844.56
4-M-88, 4-O-88, 4-P-88	VARIOUS LOCATIONS RICHMOND DISTRICT	407-88	VARIOUS LOCATIONS RICHMOND DISTRICT	AWARD	BLAENDEE CONSTR. CORP. RICHMOND, VA	4	\$1,188,936.44
4G-88A	5-R-88	501-88	VARIOUS LOCATIONS SUFFOLK DISTRICT	AWARD	LANCE J. ELLER, INC. TASLEY, VA	2	\$806,873.40

BIDS RECEIVED FEBRUARY 9, 1988

JOB DES.	CONTRACT ITEMS	SCH. NO.	LOCATION 1 WORK TYPE	REQUIRE	CONTRACTOR	NO. OF BIDS	LOW BID
5-B-88		502-88	VARIOUS LOCATIONS SUFFOLK DISTRICT	HAIRDO	ROBERTS CONSTR. CO. RODNORCE, VA	3	\$290,005.95
5-C-88 & 5-F-88		503-88	VARIOUS LOCATIONS SUFFOLK DISTRICT	HAIRDO	ROSE BROS. PRU. CO., INC. RODNORCE, NC	2	\$1,389,020.38
5-D-88		504-88	VARIOUS LOCATIONS SUFFOLK DISTRICT	HAIRDO	HENRY S. DORNSONE, INC. WILLIAMSBURG, VA	4	\$951,200.30
5-E-88		505-88	VARIOUS LOCATIONS SUFFOLK DISTRICT	HAIRDO	WILLIAMS CORP. OF VA. NORFOLK, VA	3	\$222,585.54
47-88A	5-A-88	601-88	VARIOUS LOCATIONS FREDERICKSBURG DISTRICT	HAIRDO	HENRY S. DORNSONE, INC. WILLIAMSBURG, VA	3	\$1,485,574.10
	5-B-88	602-88	VARIOUS LOCATIONS FREDERICKSBURG DISTRICT	HAIRDO	LEE HY PRU. CORP. RICHMOND, VA	1	\$1,286,205.50
	5-C-88	603-88	VARIOUS LOCATIONS FREDERICKSBURG DISTRICT	HAIRDO	HEAC-VA, INC. CHARLITLY, VA	3	\$1,783,824.47
	5-D-88	604-88	VARIOUS LOCATIONS FREDERICKSBURG DISTRICT	HAIRDO	BLAKEMORE CONSTR. CORP. RICHMOND, VA	4	\$584,142.10
48-88A	7-A-88, 7-C-88, 7-E-88, 7-G-88, 7-H-88, 7-I-88	701-88	VARIOUS LOCATIONS CULPEPER DISTRICT	HAIRDO	LEE HY PRU. CORP. RICHMOND, VA	1	\$2,401,244.30

JOB DES.	CONTRACT ITEMS	SCH. NO.	LOCATION & WORK TYPE	REMARKS	CONTRACTOR	NO. OF BIDS	LOW BID
7-B-88		702-88	VARIOUS LOCATIONS CULPEPER DISTRICT	AWARD	THE HEARN CONTRS., INC. RICHMOND, VA	1	\$243,448.50
7-C-88, 7-D-88, 7-F-88		703-88	VARIOUS LOCATIONS CULPEPER DISTRICT	AWARD	S.L. WILLIAMS CO., INC. CHARLOTTESVILLE, VA	1	\$1,653,020.33
49-B-88	8-A-88	801-88	VARIOUS LOCATIONS STANTON DISTRICT	AWARD	RAMS CONSTR. CO. RICHMOND, VA	3	\$1,464,206.55
	8-B-88, 8-C-88, 8-D-88	802-88	VARIOUS LOCATIONS STANTON DISTRICT	AWARD	B & S CONTR., INC. STANTON, VA	2	\$2,351,910.87
	8-E-88 & 8-F-88	803-88	VARIOUS LOCATIONS STANTON DISTRICT	AWARD	VALLEY ASPH. PRODS., INC. CLEAR BROOK, VA	2	\$1,063,420.55
50-B-88	8-G-88 & 8-H-88	801-88	VARIOUS LOCATIONS NORTHERN VIRGINIA DISTRICT	AWARD	HEATON ASPH. CO. OF VA. ALEXANDRIA, VA	2	\$709,743.83
	8-B-88, 8-D-88, 8-F-88, 8-K-88, 8-L-88, 8-M-88	802-88	VARIOUS LOCATIONS NORTHERN VIRGINIA DISTRICT	AWARD	PRIC-VA, INC. CHINITILLY, VA	2	\$4,728,084.31
	8-C-88 & 8-E-88	803-88	VARIOUS LOCATIONS NORTHERN VIRGINIA DISTRICT	AWARD	DOMINION PAV., INC. & TRF-CO. ASPH. MFG., INC. DBR TRF-CO. ASPH. CO. CHINITILLY, VA	4	\$643,976.20
	8-I-88, 8-J-88 & 8-O-88	804-88	VARIOUS LOCATIONS NORTHERN VIRGINIA DISTRICT	AWARD	BERKMAN PAV. CORP. WAINSWISS, VA	3	\$1,580,591.02

JOB DES.	CONTRACT ITEMS	SCH. NO.	LOCATION & WORK TYPE	REQUIREMENT	CONTRACTOR	NO. OF BIDS	LOW BID
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SLURRY SEAL STATEWIDE

51-088	ALT. 1(SR-1-88, SR-2-88, SR-3-88 & SR-4-88)		VARIOUS LOCATIONS NORTHEAST VIRGINIA DISTRICT	AWARD	DTI, PRODS. CORP. MANASSAS, VA	3	\$891,854.54
	52-1-88, 52-2-88 & 52-3-88		VARIOUS LOCATIONS SALLEN DISTRICT	AWARD	PRAC-VA, INC. DANVILLE, VA	1	\$1,698,062.06
	53-1-88		VARIOUS LOCATIONS LYNCHBURG DISTRICT	AWARD	PRAC-VA, INC. DANVILLE, VA	2	\$179,797.20
	ALT. 1(S4-1-88, S4-2-88 & S4-3-88)		VARIOUS LOCATIONS RICHMOND DISTRICT	AWARD	SLURRY PIPERS, INC. BLENN ALLEN, VA	1	\$452,584.05
	ALT. 1(S5-2-88 & S5-3-88)		VARIOUS LOCATIONS SUFFOLK DISTRICT	AWARD	SLURRY PIPERS, INC. BLENN ALLEN, VA	1	\$485,595.82
56-1-88			VARIOUS LOCATIONS FREDERICKSBURG, VA	AWARD	SLURRY PIPERS, INC. BLENN ALLEN, VA	3	\$408,535.10
	ALT. 1(S7-1-88 & S7-2-88)		VARIOUS LOCATIONS CULPEPER DISTRICT	AWARD	WYNAN V. TEMPLETON & SONS, INC. LYNCHBURG, VA	2	\$112,186.16
	ALT. 1(S8-1-88 & S8-2-88)		VARIOUS LOCATIONS STANTON DISTRICT	AWARD	SLURRY PIPERS, INC. BLENN ALLEN, VA	2	\$535,184.71

JOB DES.	CONTRACT ITEMS	SCH. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
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COLD MIX ASPHALT TREATMENT

52-88A	CR-81-88		VARIOUS LOCATIONS STURMONT DISTRICT	AWARD	KONNIS CONSTR. CORP. ROANOKE, VA	2	\$539,880.97
	CR-82-88 & CR-84-88 (RES)		VARIOUS LOCATIONS STURMONT DISTRICT	AWARD	WARLEN V. TEMPLETON & SONS, INC. LYNCHBURG, VA	2	\$595,080.24
	CR-83-88		VARIOUS LOCATIONS STURMONT DISTRICT	AWARD	BLARENCOE CONSTR. CORP. RICHMOND, VA	3	\$232,585.50
	CR-85-88 (A/E.)		VARIOUS LOCATIONS STURMONT DISTRICT	AWARD	VALLEY ASPH. PRODS., INC. CLERF BROOK, VA	1	\$143,384.40

LATEX EMULSION TREATMENT STATEWIDE

53-88A	L-11-88		VARIOUS LOCATIONS BRISTOL DISTRICT	AWARD	SLURRY POWERS, INC. ALEN ALLEN, VA	1	\$269,120.75
	L-21-88		VARIOUS LOCATIONS SALEN DISTRICT	AWARD	SLURRY POWERS, INC. ALEN ALLEN, VA	1	\$221,633.45
	L-31-88		VARIOUS LOCATIONS LYNCHBURG DISTRICT	AWARD	SLURRY POWERS, INC. ALEN ALLEN, VA	1	\$212,020.35
	L-41-88		VARIOUS LOCATIONS RICHMOND DISTRICT	AWARD	SLURRY POWERS, INC. ALEN ALLEN, VA	1	\$267,138.40

BIDS RECEIVED FEBRUARY 9, 1988

JOB DES.	CONTRACT ITEMS	SCH. NO.	LOCATION 1 WORK TYPE	REORDER NO	CONTRACTOR	NO. OF BIDS	LOW BID
L-51-88			VARIOUS LOCATIONS SUFFOLK DISTRICT	99999	SURRY POWERS, INC. GLENN ALLEN, VA	1	\$359,576.08
L-51-88			VARIOUS LOCATIONS FREDERICKSBURG DISTRICT	99999	SURRY POWERS, INC. GLENN ALLEN, VA	1	\$95,710.40
L-71-88			VARIOUS LOCATIONS CLIPPER DISTRICT	99999	SURRY POWERS, INC. GLENN ALLEN, VA	1	\$201,397.80
L-81-88			VARIOUS LOCATIONS STANTON DISTRICT	99999	SURRY POWERS, INC. GLENN ALLEN, VA	1	\$76,537.20
L-91-88			VARIOUS LOCATIONS NORTHERN VIRGINIA DISTRICT	99999	DTT. PRODS. CORP. AWBENSSE, VA	2	\$686,352.40

2/18/88

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

WHEREAS, in response to a formal request by the Chesterfield County Board of Supervisors that Route 652 (Old Hundred Road) between Route 60 (Midlothian Turnpike) and Route 754 (Coalfield Road) be considered for restriction of through truck traffic pursuant to the provisions of Section 46.1-171.2 of the Code of Virginia, this matter has been carefully reviewed; and,

WHEREAS, the route in question traverses predominately residential neighborhoods; and,

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Route 652 (Old Hundred Road) between Route 60 (Midlothian Turnpike) and Route 754 (Coalfield Road) be restricted to through truck traffic in accordance with Section 46.1-171.2 of the Code of Virginia.

Motion carried, Mr. Guiffre voting no.

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

WHEREAS, by resolution dated May 17, 1984, this Board (formerly Commission) designated a list of qualifying highways for the operation of larger trucks under the STAA of 1982;

WHEREAS, this same resolution provided that from time to time as appropriate and with due notice, this Board may modify any of the stated provisions and may, as well, add or delete designated and qualifying highways.

2/19/88

NOW, THEREFORE, BE IT RESOLVED, that the following route is designated as a Qualifying Highway for operation of larger trucks under the STAA:

County or City	Route	From	To
Alleghany County City of Covington	60 (E. Madison St.) (Alleghany Ave.)	Route I-64 (Exit 5) (Alleghany Co.)	Route 220 (S. Alleghany Ave.) (City of Covington)

Motion carried.

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

WHEREAS, by resolution dated May 17, 1984, this Board (formerly Commission) designated a list of qualifying highways for the operation of larger trucks under the STAA of 1982;

WHEREAS, this same resolution provided that from time to time as appropriate and with due notice, this Board may modify any of the stated provisions and may, as well, add or delete designated and qualifying highways.

NOW, THEREFORE, BE IT RESOLVED, that the following route is designated as a Qualifying Highway for operation of larger trucks under the STAA:

County or City	Route	From	To
City of Covington	220 (Alleghany Ave.)	From 60 (Monroe Ave.)	East Roanoke St.

Motion carried.

2/18/88

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

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

WHEREAS, the Boards of Supervisors of Louisa, Spotsylvania, Orange and Culpeper Counties, did adopt a resolution requesting the Commonwealth Transportation Board to name a section of U.S. Route 522, between State Route 208 in Louisa County and the Rappahannock County Line as the Zachary Taylor Highway; and

WHEREAS, President Zachary Taylor was born in Orange County and made significant contributions to the nation; and

WHEREAS, the primary thoroughfare through this area is U.S. Route 522; and

WHEREAS, it is the desire of this Board to honor this exceptional citizen;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board does concur with the Boards of Supervisors of Louisa, Spotsylvania, Orange and Culpeper Counties in naming a section of U.S. Route 522, as previously, described herein, Zachary Taylor Highway; and

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

Motion carried.

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

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

2/18/88

WHEREAS, the Commonwealth Transportation Board desires to name a section of U.S. Route 19 in Russell County, beginning at U.S. Alternate Route 58 at Hansonville and extending in a northeasterly direction to a point on U.S. Route 19 east of Lebanon at Big Cedar Creek, in honor of the late Harry Carter Stuart; and

WHEREAS, Mr. Stuart was a prominent member of the Virginia State Senate from 1940 to 1962; and

WHEREAS, it is the desire of this Commonwealth Transportation Board to honor this well-known citizen;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board does hereby declare that a section of U.S. Route 19 in Russell County, as previously described herein, be named the Harry Carter Stuart Highway; and

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

Motion carried.

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

WHEREAS, Section 46.1-173 of the Code of Virginia authorizes the Commonwealth Transportation Board to classify, designate, and mark State highways and provide a uniform system of marking and signing such highways and provide that such system of marking and signing shall correlate with and so far as possible conform to the system adopted in other states; and

WHEREAS, Section 46.1-187 of the Code of Virginia provides that traffic signs erected on and after January 1, 1959, and traffic signals and markings placed or erected on or after January 1, 1969, by local authorities shall conform in size, design, and color to those erected for the same purposes by the Virginia Department of Transportation and

2/18/88

WHEREAS, Section 33.1-47 of the Code of Virginia provides that all markings and traffic signals installed or erected by towns on the Primary roads therein maintained by the Virginia Department of Transportation shall first be approved by the Commonwealth Transportation Commissioner; and

WHEREAS, the federal Manual on Uniform Traffic Control Devices for Streets and Highways has been approved by the Federal Highway Administrator as the National Standard for all highways open to public travel in accordance with Title 23, United States Code, Sections 109(b), 109(d), and 402(a), and 23CFR1204.4; and

WHEREAS, the 1978 edition of the federal Manual on Uniform Traffic Control Devices for Streets and Highways was adopted by Board (formerly Commission) resolution dated March 15, 1979, as the standard for all highways under the jurisdiction of the Virginia Department of Transportation; and

WHEREAS, there have been four (4) revisions to the 1978 edition, published in December 1977, December 1983, September 1984 and March 1985, respectively; and

WHEREAS, since December 1, 1985, there have been several new rulings which, it is anticipated, will be incorporated into future revisions or a new edition; and

WHEREAS, it is important for the Commonwealth to keep current the classification, marking and signing of the various systems of State and local highways to effectuate uniformity with other States for the convenience and safety of the traveling public and to enhance law enforcement efforts; and

WHEREAS, some State standards may exceed minimum federal requirements and some design, installation, and operation details may not be covered in the federal Manual on Uniform Traffic Control Devices for Streets and Highways; and

2/18/88

WHEREAS, the Virginia Supplement to the Manual on Uniform Traffic Control Devices for Streets and Highways was adopted by Board (formerly Commission) resolution dated November 20, 1980; and

NOW, THEREFORE, BE IT RESOLVED, that the federal Manual on Uniform Traffic Control Devices for Streets and Highways and revisions thereto, when effective, shall be the standard for all highways under the jurisdiction of the Virginia Department of Transportation; and the Virginia Supplement to the Manual on Uniform Traffic Control Devices for Streets and Highways and revisions thereto, when effective, shall promulgate any State standards for traffic control devices that exceed minimum federal requirements and present any pertinent traffic control design, installation and operation details not covered in the Manual on Uniform Traffic Control Devices for Streets and Highways. The Commonwealth Transportation Commissioner is authorized to publish changes to the MUTCD as published in the Code of Federal Regulations in advance of receiving the published revisions as he deems warranted.

Motion carried.

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

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform that necessary activities to meet those objectives for the preparation of complete construction and right of way plans, forecasting of traffic projections, preparation of estimates and special provisions for the rehabilitation, widening or replacement of an existing bridge on General Booth Boulevard over Rudee Inlet in the City of Virginia Beach. It is necessary to supplement the Location and Design staff. This work is identified as Project U000-134-119, PE-101; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Hayes, Seay, Mattern and Mattern of Roanoke, Virginia; and

2/18/88

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 authorize the execution of the Agreement with the firm of Hayes, Seay, Mattern and Mattern, which establishes a compensation of \$303,877, for services and expenses plus a net fee of \$27,114, making the maximum total compensation not to exceed \$330,991.

Motion carried.

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

WHEREAS, inspection of the structural steel in the existing bridge Route 3 over the Rappahannock River, in Middlesex and Lancaster Counties, identified as Project 0003-059-1959-052 and the inspection and rehabilitation of the moveable span in the existing bridge Route 30/33 over the Pamunkey River, in New Kent and King William Counties, identified as Project 0030-049-1958-052 requires manpower and expertise of which the Department is lacking; and

WHEREAS, public advertisement, in conformance with State Procurement Laws and Department Policy, was made for these services and the firm of Baker and Associates of Richmond, Virginia, has been determined as the best qualified from the five which responded; and

WHEREAS, careful consideration has been made of these required services by the Department and just compensation for same in the amount of \$683,116 as established and set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of an agreement with Baker and Associates in the amount of \$683,116 which includes a net fee of \$20,339.

Motion carried.

2/18/88

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

WHEREAS, in accordance with Department Policy,  
an agreement was entered into between the Department  
and the professional consulting engineering firm of  
Post, Buckley, Schuh & Jernigan, Inc. on March 26,  
1986, for Inspection, Rehabilitation and Widening  
Plans, Specifications, and Construction Services for  
a movable span bridge identified as:

Project 7013-131-103, PE-101

B-615 - Route 13 over Southern Branch Elizabeth  
River (Gilmerton Bridge)

WHEREAS, as a result of the inspection of the  
bridge, the scope of work covered in the original  
agreement has been expanded to properly rehabilitate  
the bridge.

WHEREAS, compensation for the agreed upon  
services is on the basis of a cost plus a net fee,  
and

WHEREAS, careful consideration has been made of  
the required services and just compensation for same  
in the amount of \$311,774.00 is established as set  
forth in the Supplemental Agreement No. 1 which  
increased the original Compensation from \$303,495.00  
to \$615,269.00;

NOW, THEREFORE, BE IT RESOLVED, that the Board  
authorize the execution of a supplemental agreement  
with the firm of Post, Buckley, Schuh & Jernigan,  
Inc. which establishes a maximum total compensation  
not to exceed \$615,269.00 which includes a net fee  
(Profit) of \$40,476.00.

Motion carried.

2/18/88

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Sverdup Corporation of Fairfax, Virginia, and it has been determined that a change in the scope of services is necessary to obtain final design plans including signs, signals, retaining walls and pavement markings for Project R000-029-249, PE-105, PE-106; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$4,629,719, including Supplemental Agreement No. 1.

This Supplemental Agreement No. 2 is in the amount of \$2,041,792, for services and expenses plus a net fee of \$174,835, making the total for this supplement \$2,216,627. The total maximum compensation of the agreement including this and all prior supplements is now \$6,846,346.

Motion carried.

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

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for location studies; traffic studies; surveys; preparation of right of way and construction plans and preparation of concept, preliminary and final contract plans for structures and structure improvements on project:

Route 58 (Martin Luther King Freeway)  
Project No. 0058-965-103, PE-100  
From: Route I-264  
To: Route 58 at High Street

2/18/88

located in Suffolk District, City of Portsmouth, 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 David Volkert and Associates, 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 authorize the execution of the Agreement with the firm of David Volkert and Associates, Inc., which establishes a compensation of \$1,218,078.00 for services and expenses plus a net fee of \$66,953.00 making the maximum total compensation not to exceed \$1,285,031.00.

Motion carried.

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

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for engineering services for Stage I - Preliminary Structure Plans and Estimates; Stage II - Contract Structure Plans, Estimates and Special Provisions; and Stage III - Shop Drawing Review in connection with the design of eight (8) highway bridges and associated retaining walls on project:

Route 64, Project 0064-122-114, B601, B689,  
B691, B692, B698, B699  
Project 0064-122-115, B603, B694  
(Reversible Roadway/HOV Lanes)

located in the City of Norfolk, it is necessary to supplement its Structure and Bridge Division staff; and

2/18/88

WHEREAS, in accordance with Department Policy and State Procurement procedures, a firm proposal has been received from Blauvelt Engineers, P. C.; 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 authorize the execution of the Agreement with the firm of Blauvelt Engineers, P.C. which establishes a maximum total compensation in the amount not to exceed \$1,151,000.00 which includes a net fee (profit) of \$85,086.00.

Motion carried.

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

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for engineering services for Stage I - Preliminary Structure Plans and Estimates; Stage II - Contract Structure Plans, Estimates and Special Provisions; and Stage III - Shop Drawing Review in connection with the design of ten (10) highway bridges on project:

Route 64, Project 0064-122-114, B608, B609  
B682, B683, B684, B685, B686, B687, B688, B697  
(Reversible Roadway/HOV Lanes)

located in the City of Norfolk, it is necessary to supplement its Structure and Bridge Division staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures, a firm proposal has been received from MM Design Group; 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.

2/18/88

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of MMM Design Group which establishes a maximum total compensation in the amount not to exceed \$783,500.00 which includes a net fee (profit) of \$61,684.00.

Motion carried.

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

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for engineering services for Stage I - Preliminary Structure Plans and Estimates; Stage II - Contract Structure Plans, Estimates and Special Provisions; and Stage III - Shop Drawing Review in connection with the design of nine (9) highway bridges and associated retaining walls on project:

Route 64, Project 0064-122-114, B604, B676,  
B577, B578, B679, B680, B681, B695, B696  
(Reversible Roadway/HOV Lanes)

located in the City of Norfolk, it is necessary to supplement its Structure and Bridge Division staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures, a firm proposal has been received from DeLeuw, Cather and Company of Virginia; 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 authorize the execution of the Agreement with the firm of Deleuw, Cather and Company of Virginia which establishes a maximum total compensation in the amount not to exceed \$1,206,000.00 which includes a net fee (profit) of \$91,655.00.

Motion carried.

2/18/88

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

WHEREAS, in accordance with Department Policy, a firm proposal for a SUPPLEMENTAL MEMORANDUM OF AGREEMENT has been received from the consulting firm of Byrd, Tallamy, MacDonald and Lewis, Falls Church, Virginia, for the preparation of a location survey for the extension of Route 267 from Route 28 to Route 15 in Loudoun County. This work is identified as:

Route 267, Project 0267-053-101, PE-101

WHEREAS, the highly specialized nature of the work and the scheduled time for completing it requires augmentation of the Department's staff; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the SUPPLEMENTAL MEMORANDUM OF AGREEMENT:

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of a SUPPLEMENTAL MEMORANDUM OF AGREEMENT with Byrd, Tallamy, MacDonald and Lewis which establishes a maximum total compensation not to exceed \$571,481 (five hundred seventy-one thousand four hundred eighty-one) which includes a net fee of \$36,665 (thirty-six thousand six hundred sixty-five).

Motion carried.

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

WHEREAS, in accordance with its needs and schedules for implementing its programs objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for engineering services in connection with the design of eleven (11) bridges at seven (7) locations and related retaining walls on project:

Project R000-029-249, PE-103, C508, C509  
Project R000-029-249, PE-106, C506  
Springfield Bypass

located in Fairfax County, it is necessary to supplement its Structure and Bridge Division staff; and

2/18/88

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from American Engineers; 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 authorize the execution of the Agreement with the firm of American Engineers which establishes a compensation of \$611,629 for services, expenses and contingency, plus a net fee of \$50,983 making the maximum total compensation not to exceed \$662,612.

Motion carried.

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

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 the Dana Science Building Auditorium at Hollins College on December 10, 1987, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Route 11 (Williamson Road) from 0.02 mile east of the intersection of Route 115 (Plantation Road) to 0.91 mile east of Route 115 (Plantation Road), in Roanoke County, State Project 0011-080-105, C502; Federal Project M-5128( ); 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;

2/18/88

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's Engineers with provisions to extend the sidewalk on the south side about 200 feet westward to Plantation Road.

Motion carried.

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

WHEREAS, a public hearing and subsequent Virginia Highway Commission action on October 13, 1966, concerning Routes 17 and 17A has been superseded by agreement with the Federal Highway Administration to establish an Interstate Highway within the limits of what was previously designed as an at-grade arterial facility; and

WHEREAS, in order to conform to current federal laws and Federal Highway Administration guidelines, the Department has developed alternative corridors and held an additional location public hearing for the Bowers Hill-Belleville Connector;

NOW, THEREFORE, BE IT RESOLVED, that the Virginia Highway Commission approval of the construction of the roadway along the location then shown as Project 7017-131-101, PE-101, from the intersection of Routes 13, 450, and 58 (near Bowers Hill) to the Nansemond County Line and Project 7017-061-101, PE-101, from west corporate limits, City of Chesapeake, to the intersection of Routes 17 and 135 in the City of Chesapeake and Nansemond County, be rescinded.

Motion carried.

2/18/88

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a location public hearing was held in the Western Branch High School on November 30, 1987, for the purpose of considering the proposed location of Interstate Route 664 from the intersection of Routes 13, 58, and 460 at Bowers Hill to the intersection of Route 17 at Belleville in the cities of Chesapeake and Suffolk, State Projects 0064-131-101, PE-101, PE-102, 0664-061-103, PE-101; Federal Projects IR-664-7(25)18, IR-664-7(24)17, IR-664-7(26)13; 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 of this project be approved in accordance with the Alternative A plan as proposed and presented at the said location public hearing by the Department's engineers with further consideration during final design for changes to the relocated Pughsville interchange and other design features as proposed by the public during the location hearing; and

BE IT FURTHER RESOLVED, that this project be designated an Interstate and Limited Access highway as presented at the hearing in accordance with the the 1950 Code of Virginia, and in accordance with Commonwealth Transportation Board Policy; and

BE ALSO FURTHER RESOLVED, that (1) pedestrian, (2) persons riding bicycles or mopeds, (3) horse-drawn vehicles, (4) self-propelled machinery or equipment, and (5) animals led, ridden or driven on the hoof be prohibited from using this highway in the interest of public safety.

Motion carried.

2/18/88

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

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 the Mills E. Godwin High School on December 7, 1987, at 7:00 p.m., for the purpose of considering the proposed location and design of Route 250 (Broad Street Road) from 0.47 mile east of Route 64 (east of Short Pump) to 0.05 mile west of Route 157 (Springfield Road), and the widening of Gaskins Road between Broad Street Road and Mayland Drive in Henrico County, State Project 0250-043-104, C-503; Federal Project RS-1512(101); and

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

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

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 modification of minor design features as deemed appropriate during the final design of the project to minimize impacts on the Innsbrook Corporation property; and

BE IT FURTHER RESOLVED, that this action modifies the major design features of this section of proposed roadway as approved by the State Highway and Transportation Commission on January 18, 1979.

Motion carried.

2/18/88

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

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 the Broad Run High School on June 3, 1987, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Route 641 from the intersection of Route 7 to 0.14 mile south of the intersection of Route 677 in Loudoun County, State Project 0641-053-152, C-501; Federal Project RS-1022( ), and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's Engineers with provisions to terminate the project at the WSOD Regional Trail and redesign of the drainage structures to facilitate future expansion of the roadway to a four-lane curb and gutter section; and

BE IT FURTHER RESOLVED, that in accordance with and contingent upon approval of the tri-party agreement, the proposed plan will include an additional 12-foot lane with curb and gutter and an adequate storm sewer system along the Ashburn Village frontage on the east side of the project.

Motion carried.

2/18/88

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a combined location and design public hearing was held in the cafeteria of the Loudoun Valley High School on December 3, 1987, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Route 662 from the intersection of Route 7 (Business) to 0.33 mile south of the intersection of Route 7 (Business) in Loudoun County, State Project 0662-0532-218, 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 design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers, but modified to extend the terminus of the project to the southern boundary of the abutting property, a distance of approximately 500 feet.

Motion carried.

2/18/88

Moved by Mr. Kelly, seconded by Mr. Beyer

that

WHEREAS, in connection with Route 64 (now Route 58), State Highway Project 1252-A3, the Commonwealth acquired certain lands from E. A. King and Anney E. King by deed dated July 29, 1946, recorded in Deed Book 114, Page 193 in the Office of the Clerk of the Circuit Court of Russell County; and

WHEREAS, the adjacent landowner owns a building which encroaches upon the right of way of Route 64 (now Route 58); and

WHEREAS, to eliminate this encroachment situation, it is recommended that a conveyance be made of sufficient right of way to clear the building; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the 0.07 acre, more or less, land lying north of the north normal right of way limits of Route 58, from a point approximately 40 feet opposite approximate Station 479+80 (WBL centerline Route 58, Project 6058-083-104, RW-202) to a point approximately 40 feet opposite approximate Station 481+80 (WBL centerline Route 58, Project 6058-083-104, RW-202) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, so certified, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjoining landowner of record, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Kelly, seconded by Mr. Beyer

that

WHEREAS, in connection with Route 23, State Highway Project 0023-084-108, RW-201, the Commonwealth acquired certain lands from Magnettie C. Redwine by instrument dated October 17, 1967, case for which has been concluded, recorded in Deed Book 241, Page 629 in the Office of the Clerk of the Circuit Court of Scott County; and

WHEREAS, in order to more fully develop the adjacent lands, the adjacent landowner has requested that the excess right of way lying outside the normal right of way limits be conveyed to him; and

2/18/88

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.08 acre, more or less, and lying east of the east normal right of way limits of Route 23, from a point approximately 60 feet opposite approximate Station 656+59 (Route 23 NBL centerline) to a point approximately 60 feet opposite approximate Station 658+39 (Route 23 NBL centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Kelly, seconded by Mr. Beyer

that

WHEREAS, in connection with Route 58, State Highway Project 1717-70, the Commonwealth acquired certain lands from Anna R. Martin by deed dated February 1, 1956, recorded in Deed Book 110, Page 261 in the Office of the Clerk of the Circuit Court of Carroll County; and

WHEREAS, under Project 0058-113-105, RW-201, the alignment for Route 58 was altered, thus creating a parcel of land outside the normal right of way; and

WHEREAS, the Commonwealth has negotiated a tentative settlement for certain lands required from Ralph Ward which involves the conveyance of certain excess land, so acquired, from Anna R. Martin; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 1,500 square feet, more or less, and lying south of and adjacent to the south normal right of way limits of Route 58, from a point approximately 65 feet opposite approximate Station 153+85 (existing NBL centerline Route 58) to a point approximately 20 feet opposite approximate Station 13+00 (centerline Route 722) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance

2/18/88

of the lands, so certified, is hereby approved and the Commonwealth Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same to Ralph Ward, his successors and assigns, as settlement for lands required for Project 0058-113-105, RW-201, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Kelly, seconded by Mr. Beyer

that

WHEREAS, in connection with Route A-58, State Highway Project 4683-05, the Commonwealth acquired certain lands from Stanley G. Banner and Evelyn M. Banner by deed dated August 8, 1955, recorded in Deed Book 150, Page 359 in the Office of the Clerk of the Circuit Court of Russell County; and

WHEREAS, a portion of the right of way, so acquired, is no longer needed; and

WHEREAS, in order to more fully develop the adjacent lands and provide a more suitable entrance, the adjoining landowner has requested that the excess right of way be conveyed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 2,190 square feet, more or less, and lying west of and adjacent to the west normal right of way limits of Route Alt. 58, Project 7058-083-102, RW-201, from a point approximately 115 feet opposite approximate Station 53+82 (Route Alt. 58 NBL centerline) to a point approximately 113 feet opposite approximate Station 55+06 (Route Alt. 58 NBL centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

2/18/88

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

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

WHEREAS, the Chesterfield County Board of Supervisors has, by resolution, requested industrial access funds to serve the Nissho Iwai American Corporation and Fuji Latex Company located off Route 746, and said access is estimated to cost \$260,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$260,000 of the Industrial Access Fund, 1987-88 fiscal year, be allocated to provide adequate access to the proposed Nissho Iwai American Corporation and Fuji Latex Company facility located off Route 746 (Ruffin Mill Road) in Chesterfield County, Project 0926-020-261, M501, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
2. documentary evidence being submitted that the industry's facilities, with a total eligible capital outlay of not less than \$2,600,000, is under firm contract for the construction and operation of its facilities at this site.

Motion carried, Mr. Guiffre voting no.

2/18/88

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

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

WHEREAS, the Hanover County Board of Supervisors has, by resolution, requested industrial access funds to improve access to the AMF Bowling Companies, Inc., facility to be located adjacent to F-306 in Hanover County, and said access is estimated to cost \$68,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$68,000 of the Industrial Access Fund, 1987-88 fiscal year, be allocated to provide adequate access to the proposed AMF Bowling Companies, Inc. facility located adjacent to F-306 (approximately 0.87 mile south of Route 627) in Hanover County, Project 1126-042-264, N501, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Industrial Access Fund; and
2. documentary evidence being submitted that the industry's facilities, with a total eligible capital outlay of not less than \$680,000, is under firm contract for the construction and operation of its facilities at this site.

Motion carried.

2/18/88

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

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

WHEREAS, the Patrick County Board of Supervisors has, by resolution, requested industrial access funds to serve the Spencer's Inc. plant located in the Patrick County Industrial Park, and said access is estimated to cost \$128,500; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$128,500 of the Industrial Access Fund, 1987-88 fiscal year, be allocated to provide adequate access to the proposed Spencer's, Inc. facility located off Route 1025 in Patrick County, Project 1025-070-166, N502, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth;
2. documentary evidence being submitted that the industry, with a total eligible capital outlay of not less than \$1,285,000, is under firm contract for the construction and operation of its facilities at this site.

Motion carried.

2/18/88

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

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

WHEREAS, the Prince George County Board of Supervisors has, by resolution, requested industrial access funds to serve the Builders Supply Company of Petersburg, Inc. located in the East Whitehill Industrial Park, and said access is estimated to cost \$86,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$67,165 of the Industrial Access Fund, 1987-88 fiscal year, be allocated to provide adequate access to the proposed Builders Supply Company of Petersburg, Inc. facility located off Route 687 in Prince George County, Project 0687-074-178, M502, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth;
2. documentary evidence being submitted that the industry's facilities, with a total eligible capital outlay of not less than \$671,650, is under firm contract for the construction and operation of its facilities at this site; and
3. the execution of an appropriate contractual agreement, with surety, for reimbursement to VDOT of any ineligible project costs and all eligible project costs in excess of \$67,165.

Motion carried.

2/18/88

Action on Industrial Access in Spotsylvania County, Project 0765-088-235, M501, Owen Steel Company of North Carolina, Inc. was deferred until the March meeting.

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

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

WHEREAS, the Suffolk City Council has, by resolution, requested industrial access funds to serve the Cable Value Network Companies, Inc. located off Route 642 within the City, and said access is estimated to cost \$195,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$195,000 of the Industrial Access Fund, be allocated to provide adequate access to the proposed Cable Value Network Companies, Inc. facility located within the Wilroy Industrial Park in the City of Suffolk, Project 1846-061-266, N501, PS722, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
2. documentary evidence being submitted that the industry, with a total eligible capital outlay of not less than \$1,950,000, is under contract for the construction and operation of its facilities at this site.

Motion carried.

2/18/88

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

WHEREAS, due to changing conditions, the general policy for the acceptance of rural additions into the Secondary System of State Highways which became effective July 1, 1964, no longer fully serves the intended purposes; and

WHEREAS, there are subdivisions which were developed prior to the establishment of the Commonwealth Transportation Board's subdivision street policy and where the developer is no longer at interest, thus leaving the residents therein without public service; and

WHEREAS, in many counties subdivisions were developed subsequent to the Board's subdivision street policy but prior to the establishment of a subdivision control ordinance in the county and where the developer is no longer at interest, thus again leaving the residents therein without public service; and

WHEREAS, it is the sense of this Board that the rural addition policy should be revised to provide for changing conditions and to aid in providing relief to the property owners in the aforementioned subdivisions.

NOW, THEREFORE, BE IT RESOLVED, that the attached "Rural Addition Policy" for the acceptance of roads into the Secondary System under the provisions of Section 33.1-229 and subsequent sections of the 1950 Code, as amended, is hereby adopted; and

BE IT FURTHER RESOLVED, that all previously adopted policies regarding rural additions be and hereby are rescinded.

Motion carried.

## RURAL ADDITION POLICY

1. Rural additions to the Secondary System of State Highways will be considered when requested by resolution of the Boards of Supervisors of the several counties where the proposed roads provide sufficient public service to warrant the expenditure of highway funds for maintenance and improvement thereof; provided, however, that a minimum 40' unrestricted right of way plus additional widths for cuts and fills where necessary, along with adequate drainage easements are established and recorded in the deed books of the county at no cost to the Commonwealth; except that a lesser right of way width, but not less than 30', may be considered where buildings or permanent structures (not including fences) were in place prior to December 31, 1961 (date of the Transportation Board's policy on right of way for the Secondary System). Further, the resolution of the Board of Supervisors shall specifically guarantee the necessary right of way and easements for the proposed road addition. Where a county has a policy requiring greater widths of right of way, its policy becomes the policy of the Commonwealth Transportation Board in that county.
2. Rural additions to the Secondary System will be limited during any one fiscal year to not more than 1½% of each county's Secondary mileage at the end of the preceding calendar year, provided that the total mileage added to the system can be improved to a minimum standard for rural roads as established by the Department of Transportation with a maximum expenditure of not more than a sum equal to 5% of the allocation of construction funds for use on the Secondary System in such county.
3. Streets within subdivisions developed prior to July 1, 1949, may be considered as rural additions in accordance with Sections 1 and 2 aforementioned, provided that neither the original developer, developers, nor successor developers retain speculative interest in property abutting such streets. Ownership or partnership in two or more parcels, or equivalent frontage, abutting such streets shall constitute a speculative interest for the purposes of this policy. The Board of Supervisors requesting the addition of such subdivision streets meeting the requirements of Sections 1 and 2 shall submit with its resolution of request a certified copy of a plat of the area involved indicating street right of way, drainage easements, and place of recordation of the plat, including a detailed listing of the lot ownership at the time of submission.

4. The addition of streets in subdivisions developed subsequent to July 1, 1949, and prior to the adoption of a subdivision control ordinance in the county, the street requirements of which are equal to or greater than the requirements of the Department of Transportation for subdivision streets, or prior to November 15, 1959, (date of revised the Transportation Board's general policy on subdivision additions), whichever occurred first, may be considered under Sections 1 and 2 aforementioned provided all of the following are complied with:
  - a. The county has passed a subdivision control ordinance having street requirements meeting or exceeding the Department of Transportation's Subdivision Street Requirements.
  - b. Neither the original developer, developers, nor successor developers retain a speculative interest in property abutting such streets. Ownership or partnership in two or more parcels, or equivalent frontage, abutting such streets shall constitute a speculative interest for the purposes of this policy.
  - c. One-half of the Department of Transportation's estimate of cost of developing the streets to minimum rural standards as established by the Department of Transportation is donated through the county.
  - d. A certified copy of the plat indicating street right of way, drainage easements, and place of recordation and a detailed record of lot ownership, along with the required donation, shall be furnished with the submission of the resolution requesting the addition.
5. Where a county policy requires that a rural addition meeting the requirements of Section 1 be graded, drained, and surfaced to minimum standards for rural additions as established by the Department of Transportation or where this work has been accomplished by the property owners living thereon prior to recommendation for acceptance into the Secondary System, consideration may be given to the waiving of the mileage requirements. However, no consideration may be given to the waiving of the monetary limitations as set forth in Section 2 above, except with the express permission of the Commonwealth Transportation Commissioner.
6. The Commonwealth Transportation Commissioner, through the Deputy Commissioner and Chief Engineer, is directed to set up standards and administrative procedures to see that the provisions of this policy are adhered to and complied with.

7. All portions of the general policy for acceptance of subdivision streets into the Secondary System of State Highways, as approved by this Board on October 29, 1959 and subsequent revisions, in conflict with this policy are rescinded only to the extent of such conflict; and
8. The Boards of Supervisors of the several counties are urgently requested to instruct their appointed viewers or road engineer to give careful consideration to the public necessity for any requested addition, and to carefully weigh the need for the addition against other road needs in the county, so that the program of improving existing Secondary roads not be hindered by expenditures of available funds upon roads of questionable public service.

**MINIMUM STANDARDS  
FOR NEW RURAL ADDITIONS TO SECONDARY SYSTEM**

February 18, 1988

For anticipated traffic volume five years hence of:

1. Not more than 10 vpd  
22' roadway - 14' lightsurface
2. 10 vpd to 25 vpd  
22' roadway - 16' all-weather surface
3. 25 vpd to 50 vpd  
24' roadway - 16' all-weather surface
4. 50 vpd to 100 vpd  
24' roadway - 16' hardsurface
5. Over 100 vpd

Roadway width, base, and surface in accordance with criteria set forth in the Department's Geometric Design Standards/Rural Local Road System for the applicable terrain classification and anticipated traffic volume.

6. Grades and alignment for any Rural Addition shall not be less than the minimums as set forth in the Geometric Design Standards/Rural Local Road System for the applicable terrain classification and anticipated traffic volume.
7. Any bridge located on a rural addition shall be constructed to the applicable width and capacity as set forth in the Geometric Design Standards/Rural Road System for the anticipated traffic volume.
8. Deviations from the above shall be fully justified and approved by the Secondary Roads Engineer.

2/18/88

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

WHEREAS, the Commonwealth Transportation Board has previously adopted a policy for state and local participation in the costs of right of way, sidewalks, utility adjustments, and storm sewers on projects in cities, towns, and counties; and

WHEREAS, changes in conditions, including revisions to the statutes of Virginia, make it advisable to amend certain provisions of this policy;

NOW, THEREFORE, BE IT RESOLVED, that the attached "Policy for State Participation in the Cost of Right of Way, Sidewalks and Storm Sewers in Counties, Towns and Cities" on Secondary System projects in counties and towns of under 3,500 population, and on Urban and Primary System projects within the corporate limits of cities and towns is hereby adopted; and

BE IT FURTHER RESOLVED, that the Board's policies adopted on August 18, 1966 and September 21, 1978, be and hereby are rescinded.

Motion carried.

POLICY FOR STATE PARTICIPATION IN THE COST OF  
RIGHT OF WAY, SIDEWALKS AND STORM SEWERS IN  
COUNTIES, TOWNS AND CITIES

1.00 SECONDARY SYSTEM PROJECTS IN COUNTIES AND IN TOWNS OF  
UNDER 3,500 POPULATION

- 1.01 The provisions of this section apply to the system of state highways in the several counties of the state as authorized by Section 33.1-67, Code of Virginia, as amended; and those within the corporate limits of towns of less than 3,500 population which operate under the provisions of Sections 33.1-79 and 33.1-82, Code of Virginia, as amended.
- 1.02 Where new sidewalks are desired and justified by traffic studies or otherwise determined by the Department as required for pedestrian safety, all right-of-way necessary for the construction of the sidewalks may be borne by secondary construction funds allocated for use in the county.
- 1.03 Where new sidewalks are desired and justified by traffic studies, one-half the construction cost of new sidewalks shall be borne by secondary construction funds allotted for use in the county and one-half from funds other than highway funds. However, where the contemplated improvement requires the relocation of existing sidewalks, these shall be replaced and the total cost shall be borne by secondary construction funds allocated for use in the county.
- 1.04 Existing storm sewers shall be relocated or replaced at no cost to others; secondary construction funds allocated for use in the county shall bear 100 percent of the cost.
- 1.05 Where the construction of new curb and gutter is determined by Department engineers to be the most economical design, the cost of new storm sewers and appurtenances such as drop inlets, manholes, etc., may be borne by secondary construction funds allocated for use in the county, provided none of the storm water to be conveyed is diverted from another watershed.
- 1.06 Where the construction of curb and gutter within the right of way limits is desired, or is necessary for the development of adjacent property, but is not deemed by Department engineers to be the most economical design,

the cost of storm sewers and appurtenances (drop inlets, manholes and similar items) shall be financed from secondary construction funds and other sources on the basis of run-off ratios and percentages of participation as indicated below:

State: Run-off from within right-of-way, 100%. Run-off from areas outside the road right-of-way and within the watershed common to the project, 25%.

Others: Run-off from areas outside the road right-of-way and within the watershed common to the project, 75%.

- 1.07 Diverted drainage from watersheds not common to the project shall be financed from secondary construction funds and other sources on the run-off ratios and percentages of participation as indicated below:

State: Run-off from the state right-of-way within the area of the diverted watershed, 100%.

Others: Run-off from all areas in the diverted watershed, exclusive of state right-of-way, 100%

- 1.08 All storm sewer outfalls that are found necessary or desirable shall be financed from secondary construction funds and other sources on the run-off ratios and percentages of participation as indicated below:

State: Run-off from the state's right-of-way within the area being drained, 100%.

Others: Run-off from all areas other than the state's right-of-way in the area being drained, 100%.

- 1.09 Where, through zoning and development control ordinances, the local governing body requires participation in the off-site drainage and where their plans from an overall standpoint reasonably conform to the above-established policy, the local governing body's plan shall become the Transportation Board's policy for that locality.

- 1.10 The adjustment of utilities necessitated by the construction of sidewalk or storm sewer will be borne by secondary construction funds, except where the utilities are located on public property which has been dedicated or acquired for street or road purposes, including uses incidental thereto, or where there are franchise or other provisions whereby the utility owner is required to bear the expense of such relocation or adjustment.

- 1.11 Unless otherwise specified by state statute or policy of the Commonwealth Transportation Board, all other right-of-way required for improvements to the secondary system shall be acquired by purchase, gift, or power of eminent domain and cost thereof financed from secondary construction funds allocated for use in the county.
- 2.00 URBAN AND PRIMARY SYSTEM PROJECTS WITHIN THE CORPORATE LIMITS OF CITIES AND TOWNS
- 2.01 The provisions of this section apply to improvements in cities and towns for which construction funds, pursuant to Sections 33.1-23.2, 33.1-23.3 and 33.1-44. Code of Virginia, as amended, are allocated.
- 2.02 All storm sewers, both parallel and transverse and all appurtenances, such as drop inlets, manholes, etc., that fall within the right-of-way limits of urban improvement or construction projects on existing or new locations and are considered necessary for adequate project drainage by Department engineers will be financed at the percentage required by law for the construction of the project; provided none of the storm water to be conveyed is diverted from another watershed.
- 2.03 All storm sewers and outfalls constructed outside of the normal right-of-way limits of urban projects that are considered by Department engineers as necessary for adequate project drainage will be financed at the percentage required by law for the construction of the project; provided none of the storm water to be conveyed is diverted from another watershed.
- 2.04 All storm sewers and outfalls constructed outside of the normal right-of-way limits of urban projects that are considered by Department engineers as beyond that needed to adequately drain the highway project shall be financed on a run-off ratio basis between federal and/or state funds and city or town funds.
- 2.05 Whenever parallel storm sewer, manholes, etc., within an urban project or outfalls beyond the right-of-way and project limits are utilized by a city or town for the conveyance of diverted storm drainage, then the cost of such storm sewers, outfalls, etc., shall be financed on a run-off ratio basis between federal and/or state funds and city or town funds.

2/18/88

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of JHK and Associates, Alexandria, Virginia, for the preparation of a transportation and traffic operations study of the Capital Beltway (I-95 and I-495). This work is identified as:

Capital Beltway (I-95/I-495) Study  
Phase II - Northern Virginia

County of Fairfax  
City of Alexandria

Project: 0495-96A-101, PE100  
0095-96A-101, PE100  
IR-495-5(51)  
IR-95-2(308)

P/PMS #3541 & 3545

and,

WHEREAS, the highly specialized nature of the analysis and the scheduled time for completing this study require augmentation of the Department's staff;  
and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorize the execution of an Agreement with JHK and Associates which establishes a maximum total compensation not to exceed \$1,098,949.32 which includes a net fee of \$47,398.02.

Motion carried.

2/18/88

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

WHEREAS, in accordance with Department policy, a  
firm proposal has been received from the consulting  
firm of Bellomo-McGee, Inc., Vienna, Virginia, for  
the preparation of a transportation feasibility study  
of a Washington Bypass. This work is identified as:

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

Project: R000-076-101, PE101  
R000-053-101, PE101  
R000-089-101, PE101  
R000-030-101, PE101

and

WHEREAS, the highly specialized nature of the  
analysis and the schedule time for completing this  
study require augmentation of the Department's staff;  
and

WHEREAS, careful consideration has been made of  
these required services and just compensation for  
same as established and set forth in the Agreement.

NOW, THEREFORE, BE IT RESOLVED, that the  
Commonwealth Transportation Board authorize the  
execution of an Agreement with Bellomo-McGee, Inc.  
which establishes a maximum total compensation not to  
exceed \$1,200,000 which includes a net fee of \$83,037  
(50% of the cost to be paid by M&DOT).

Motion carried.

2/18/88

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

WHEREAS, this Board recognizes the importance of ensuring that transportation facilities and services improve the mobility of all of Virginia's citizens; and

WHEREAS, Governor Baliles has requested that this Board consider developing a program which would enhance the transportation capabilities of Virginians with disabilities through public transportation programs; and

WHEREAS, this Board is responsible for approving the annual program for financial assistance to mass transit, and a capital financial incentive program could assist localities which operate public transportation to improve transportation for persons with disabilities;

NOW, THEREFORE, BE IT RESOLVED, that this Board requests the Department of Transportation to develop a proposal for a capital financial incentive program for public transportation projects which serve persons with disabilities to be included with the FY 88-89 Program of Projects.

Motion carried.

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

WHEREAS, in accordance with the provisions of Section 33.1-46.2 of the Code of Virginia, the Commonwealth Transportation Board may designate one or more lanes of any highway in the Interstate, Primary, or Secondary System as commuter lanes for the exclusive use of buses and motor vehicles transporting multiple occupants to facilitate the rapid and orderly movement of traffic to and from urban areas during peak periods; and,

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WHEREAS, in accordance with the provisions of Section 33.1-46.2 of the Code of Virginia, the Commonwealth Transportation Board may specify the number of passengers required for High Occupancy Vehicles that use the designated commuter lanes and the hour or hours of each day of the week during which such lanes shall be so reserved; and,

WHEREAS, in accordance with the provisions of Section 33.1-46.2 of the Code of Virginia, the Commonwealth Transportation Board, on August 21, 1986, designated the left lanes adjacent to the median on the Virginia Beach/Norfolk Toll Road (Route 44) as commuter lanes eastbound from I-64 to Laskin Road and westbound from Laskin Road to Witchduck Road for use by emergency vehicles, buses, and High Occupancy Vehicles occupied by three or more persons during the following periods:

Monday thru Friday, excluding holidays,

westbound	6 a.m. to 9 a.m.
eastbound	3 p.m. to 6 p.m.; and,

WHEREAS, the 1988 Session of the General Assembly of Virginia has passed legislation in both houses to amend Section 33.1-46.2 of the Code of Virginia; and

WHEREAS, this amendment to Section 33.1-46.2 would suspend the current commuter lanes and prohibit the re-establishment of commuter lanes on the Virginia Beach/Norfolk Toll Road (Route 44) until January 1, 1990, or until a usable section of the High Occupancy Vehicle lanes on I-64 is opened, whichever is later; and,

WHEREAS, the Commonwealth Transportation Board is concerned that the enforcement of the HOV lane restrictions will be most difficult with the passage of the legislation; and,

WHEREAS, a high violation rate would create intolerable safety problems;

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NOW, THEREFORE, BE IT RESOLVED, that upon approval by the Governor of the Commonwealth of Virginia, the legislation amending Section 33.1-46.2 will be recognized by the Commonwealth Transportation Board as suspending and prohibiting the commuter lanes on the Virginia Beach/Norfolk Toll Road (Route 44) until January 1, 1990, or later; and,

BE IT FURTHER RESOLVED, that upon approval of this legislation by the Governor, the Commonwealth Transportation Board authorizes the Transportation Commissioner to take immediate action to suspend the commuter lanes on the Virginia Beach/Norfolk Toll Road (Route 44); and,

BE IT ALSO FURTHER RESOLVED, that the Department of Transportation inform the area citizens of the suspension of the commuter lanes and develop a program for informing the public as to how the commuter lanes will be re-established after January 1, 1990, as allowed by the legislation.

Motion carried.

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

WHEREAS, Section 33.1-23.04 of the Code of Virginia provides for the allotment of funds to the Critical Highway Construction Projects Fund generated by the enactment of Acts 1986, chapter 553, also known as, and hereafter referred to as Senate Bill 79 funds; and

WHEREAS, Senate Bill 79 for the fiscal year 1987-88 has generated revenues in excess of those anticipated; and

WHEREAS, the VDOT staff recommends the additional revenues for the fiscal year 1987-88 be allocated prior to the close of the fiscal year.

NOW, THEREFORE, BE IT RESOLVED, that the sum of \$2,710,000 be recommended to the Governor for allocation to critical projects as listed below:

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Location	Amount
Route F042, Wythe County From: Route 52 To: 1.2 Mi. E. of Route 52; Widening and overlay with plant mix.	\$ 150,000
Route 139, Sussex County & Town of Jarratt From: Route 301 To: Existing Route 139; Relocation	560,000
City of Roanoke, Town of Vinton and Roanoke, Bedford and Franklin Counties Matching funds for a federal project to extend the Blue Ridge Parkway.	2,000,000
Total funds recommended	<hr/> \$2,710,000.

Motion carried.

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

WHEREAS, the traffic using the Dulles Toll Road  
during peak hours has lead to severe congestion at  
the main toll plaza; and

WHEREAS, the Department implemented a flash pass  
system on January 1, 1988, at a cost of \$66 per  
quarter based on an assumption that a vehicle would  
use it twice a working day and as such would not  
adversely impact revenues; and

WHEREAS, that system has not attracted wide  
spread participation; and

WHEREAS, the Board believes that if additional  
incentive were provided the traveling public might  
purchase and utilize these flash passes in higher  
volumes thereby reducing congestion at the main toll  
plaza during peak periods; and

WHEREAS, the Board is of the opinion that any  
incentive given would not adversely affect the  
revenue stream pledged to the payment of the bonds  
based on the fact that revenue in 1987 was twice the  
revenue needed to repay indebtedness and maintain the  
facility; and

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WHEREAS, this incentive would be experimental for at least a quarter to be reviewed at the end of that quarter; and

WHEREAS, the Board is authorized by Section 10, Chapter 7, 1986 Special Session Acts of Assembly to fix, revise, change, and collect rates, fees and charges in order to repay the refunding bonds; and

WHEREAS, the Board, in its Memorandum of Understanding dated February 1, 1987 with the Treasury Board, was authorized to "classify tolls in a reasonable way to cover all traffic so that the tolls in a reasonable way to cover all traffic so that the tolls may be uniform in application to all traffic falling within any reasonable class regardless of the status or character of any person, firm or corporation participating in the traffic. No reduced rates of toll shall be allowed within any class except through the use of commuter or other tickets or privileges based upon frequency or volume/use..."

NOW, THEREFORE, BE IT RESOLVED, that the Board recommend that the Department from the period April 1, 1988 to June 30, 1988 institute the following program to increase use of the flash pass on the Dulles Toll Road.

1. Price \$50.00. This price is a special introductory commutation rate. It will have no adverse affect on the bond financing for the Dulles Toll Road.
2. Hours would be 5:30 a.m. to 9:30 a.m. and 3:30 p.m. to 7:30 p.m., Monday through Friday.
3. We would ask the Department during this period to restudy the full price as originally presented.
4. Use the State Police and the Fairfax County Police for control of violations.
5. Consider using uniform VDOT employees at toll booths to monitor violators.

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6. We encourage a strong marketing program that would include a distribution of fliers to all users of the toll road.
7. Use flash pass users as a data base for future toll road programs.
8. Evaluate flash pass program by June 1 to determine:
  - a. If program should be made permanent.
  - b. If experimental program should be continued for an additional 90 days.
  - c. The flash pass program should be discontinued.

Motion carried.

Mr. Quicke, Chairman of the Internal Audit Committee, presented a report on the Committee's meeting of January 20, 1988. On motion of Mr. Quicke, seconded by Mr. Musselwhite, the Board adopted the report as follows:

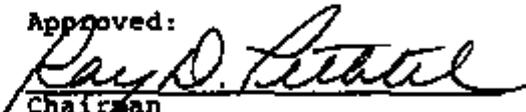
"The Commonwealth Transportation Board's Internal Audit Committee met on January 20, 1988 with members of the Internal Audit Division and representatives from the Auditor of Public Accounts. The Committee reviewed and discussed the 1986 Auditor of Public Accounts' Audit Report for the Department of Transportation."

2/18/88

Mr. Bayer requested a report on seat belt signing to be presented at the next meeting of the Board Workshop.

The meeting was adjourned at 12:20 p.m. The next meeting will be held in Richmond, Virginia, on March 17, 1988.

Approved:

  
Chairman

Attested:

  
Secretary