

**A G E N D A**

**MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD**

**Richmond, Virginia**

**March 16, 1989**

**10:00 a.m.**

1. Public Comment
2. Action on Minutes of Meeting of January 19, 1989
3. Action on Permits Issued and Canceled from February 16, 1989 to March 15, 1989
4. Action on Additions, Abandonments or Other Changes in the Secondary System from February 1, 1989 to February 28, 1989
5. Action on Discontinuances from the Secondary System: Fauquier, Floyd, and Henry Counties and the Town of Appalachia (Wise County)
6. Action on Abandonment in the Primary System due to Relocation and Construction: Chesterfield County and the Town of Appalachia (Wise County)
7. City Street Mileage
8. Action on Bids Received February 23, 1989
9. 1982 Surface Transportation Assistance Act
10. Route I-264 Tunnel Restriction for STAA Vehicles
11. Policy and Procedures for Control of Cut-Through Traffic
12. Location: Route 17 (George F. Coleman Bridge)  
Proj. 6017-099-114, PE-101  
6017-036-115, PE-101  
Fr: Route 17 (In Gloucester County)  
To: I-64/Route 17 (In York County)
13. Location: Route 10 (Ironbridge Road) - Chesterfield County  
& Design: Proj. 0010-020-110, C501, C503  
Fr: 0.13 Mi. S. Route 150 (Chippenham Parkway)  
To: 0.44 Mi. N. Route 145 (Centralia Road)

**Location** Route 11 - City of Staunton and Augusta County  
**& Design:** Proj. 0011-007-107,C501  
0011-132-103,C501  
Fed. Proj. RS-979( )  
Fr: 0.55 Mi. S. Int. Route 275  
To: 2.27 Mi. N. Int. Route 275

**Location** Alternate Route 58 - Lee County  
**& Design:** Proj. 6058-052-113,C501  
Fr: 0.21 Mi. W. Route 645  
To: 0.34 Mi. E. Route 645

**Location** Route 641 - Goochland County  
**& Design:** Proj. 0641-037-153,C501,D614  
Fed. Proj. BR-SOS-037( )  
Drainage Structure and Approaches at Branch of  
Genito Creek

**Location** Route 645 (Burke Lake Road) - Fairfax County  
**& Design:** Proj. 0645-029-253,C502  
Fed. Proj. M-5401( )  
Fr: Int. Coffey Woods Road (Route 5847)  
To: Int. Lee Chapel Road/Burke Centre  
Parkway (Route 643)

**Location** Route 696 - Prince Edward County  
**& Design:** Proj. 0696-073-167,C502  
Fed. Proj. RS-477( )  
Fr: Int. Route 460  
To: 0.32 Mi. S. Int. Route 640

**Location** Route 1832 (Barrens Road) - Roanoke County  
**& Design:** Proj. 1832-080-196,C501  
Fr: E. Int. Route 117 (Peters Creek Road)  
To: 0.25 Mi. N. Int. Route 117

14. **Conveyances:** Route 37 - Frederick County  
Route 311 - Craig County  
Route 759 - Rockbridge County

15. **Industrial Access:** Hanover County/Town of Ashland  
Proj. 9999-166-268,M501  
ClarCor Precision Products Corp.  
(Section I - Ashland Business Park)

16. **Revisions to the Industrial Access Policy**

17. **Revenue Sharing Fund Allocations - 1988-89 Fiscal Year**  
Isle of Wight County

18. **State Aid to Public Transportation - City of Bristol**

19. Report of the Internal Audit Committee
20. Richmond-Petersburg Turnpike (Tolls)
21. Route 17 - George F. Coleman Bridge (Reinstitution of Tolls)
22. New Business
23. Adjourn

**MINUTES**  
**OF**  
**MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD**  
**Richmond, Virginia**  
**March 16, 1989**

The monthly meeting of the Commonwealth Transportation Board was held at the Central Office in Richmond, Virginia, on March 16, 1989, at 10:00 a.m. The chairman, Mr. Ray D. Pethel, presided.

Present: Messrs. Pethel, Bacon, Beyer, Davidson, Howlette, Humphreys, Kelly, Leafe, Musselwhite, Sallee and Waldman and Mrs. Kincheloe and Dr. Thomas.

Absent: Messrs. Malbon and Quicke.

During the public comment portion of the meeting, Senator Elmo G. Cross, Jr., representative of the 4th District, and Delegate Harvey B. Morgan, representative of the 98th District, spoke in opposition to the reinstatement of tolls on the Coleman Bridge. Ms. Diane Lutten, chairman of the York River Crossing Task Force, voiced the Task Force's concern regarding the safety of the Coleman Bridge and its opposition to the reinstatement of the tolls.

Delegate Jay W. DeBoer, representative of the 63rd District, and Mr. Michael Packer, Petersburg City Attorney, spoke in opposition to the increase in tolls on the Richmond-Petersburg Turnpike.

Mr. John D. Hardesty, Chairman of the Board of Supervisors of Clarke County, spoke in opposition to the designation of Route 340, Clarke County (from Route 7 to Routes 277 and 522) as a Qualifying Highway for the operation of large trucks under the Surface Transportation Assistance Act of 1982.

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Mr. Pethtel indicated he had received and shared with each member of the Board additional correspondence from Senator Robert E. Russell, representative of the 11th District, Delegate Robert B. Ball, Sr., representative of the 74th District, and the City of Richmond and oral communication from Chesterfield County and from each member of the area's legislative delegation with regard to the increase in tolls on the Richmond-Petersburg Turnpike indicating general acknowledgment and concurrence with the Board's preliminary proposal.

The agenda items addressing the location of the Coleman Bridge, the reinstatement of tolls on the Coleman Bridge, the increase in tolls on the Richmond-Petersburg Turnpike and the 1982 Surface Transportation Assistance Act (Route 340, Clarke County) were reordered and handled at the beginning of the meeting.

Moved by Mr. Kelly, seconded by Mrs. Kincheloe, 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 Gloucester County Intermediats School on September 26, 1988, and the York High School on September 27, 1988, at 7:00 p.m. for the purpose of considering the proposed location of Route 17/George P. Coleman Bridge from Route 17 in Gloucester County to Route I-64 or Route 17 in York County, in James City, York and Gloucester Counties, State Projects 6017-099-114, PE-101; 6017-036-115, PE-101; and

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

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

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NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved in accordance with the plan for Alternative 12A as proposed and presented at the said Location Public Hearing by the Department's engineers.

Motion carried, Mr. Humphreys voting no.

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

WHEREAS, tolls on the George F. Coleman Bridge were removed June 1976 and since that time traffic has increased to the point of exceeding the capacity of the bridge; and

WHEREAS, this Board has considered various alternatives for providing the additional capacity for crossing the York River; and

WHEREAS, the cost of all alternatives far exceed the amounts available from regular funding sources which necessitates the need to finance through the sale of bonds the additional vehicular capacity across the York River; and

WHEREAS, current traffic estimates indicate that revenues from tolls imposed after completion of the improvements will be insufficient to support a bond issue necessary to provide the additional capacity unless the tolls are exorbitantly high; and

WHEREAS, the additional capacity will not be completed and opened to traffic until approximately 1997; and

WHEREAS, the funds required to supplement a bond issue could be provided by reinstating tolls on the existing bridge in 1989; and

WHEREAS, 33.1-287 of the Code of Virginia authorizes this Board to charge tolls for improving and reconstructing a project originally financed through the issuance of bonds after the debt has been retired.

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NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board does hereby reinstate tolls on the George P. Coleman Bridge effective July 1, 1989 or as soon thereafter as is possible at a rate of \$.60 for commuters, \$1.00 for non-commuters, and an additional \$.10 per axle for commercial vehicles above the base rate; and

BE IT FURTHER RESOLVED, that the tolls collected less an amount for collection cost shall be deposited into a separate interest-bearing account of the Transportation Trust Fund and shall be used exclusively for providing the additional vehicular capacity across the York River.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Kelly, 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 Gloucester County Intermediate School on September 26, 1988, and the York High School on September 27, 1988, at 7:00 p.m. for the purpose of considering the proposed location of Route 17/George P. Coleman Bridge from Route 17 in Gloucester County to Route I-64 or Route 17 in York County, in James City, York, and Gloucester Counties, State Projects 6017-099-114, PE-101; 6017-036-115, PE-101; and

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

WHEREAS, as a result of the wide range and significant support for Alternative 5 by the citizens and local government, the following is presented as an addendum to the recommendation of the 12-A Alternative; and

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WHEREAS, continue engineering and environmental studies to sufficient detail to provide the local governments with preliminary plan to protect Alternative 5 Corridor as much as possible from further development, and for use as a guide for controlling development around Corridor 5; and

WHEREAS, this will enable the localities to plan future development of the area around an additional York River crossing and through other portions of the county; and

WHEREAS, this will enable the planning of the most appropriate method of funding a project of this magnitude; and

WHEREAS, this will enable VDOT and others to work out solutions to the significant problems at the Colonial Parkway, Cheatam Annex, Camp Peary, the fuel storage areas, and the naval weapons stations - all along Alternative 5; and

WHEREAS, this will enable planning of an additional facility to adequately serve the anticipated continuing growth in this portion of Gloucester County from the York River to the vicinity of Gloucester Courthouse; and

WHEREAS, finally, it is believed that the recommendation of Alternative 12-A, with the addendum of Alternative 5 to be developed as a part of future planning, will provide the greatest immediate relief for the traffic congestion now experienced in the Route 17 Corridor between Route 105 and Gloucester Courthouse, and the best option for future growth of Gloucester County;

NOW, THEREFORE, BE IT RESOLVED, that the VDOT staff be directed to continue engineering and environmental studies in sufficient detail to provide the local governments with preliminary plans to protect the Alternative 5 Corridor as much as possible from further development and for use as a guide for controlling development around Corridor 5; and

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BE IT FURTHER RESOLVED, that if by the year 2009 VDOT or others have not pursued Corridor 5 in a positive manner, VDOT would no longer consider Corridor 5 a viable project for an additional crossing of the York River in that area.

Motion carried.

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

WHEREAS, Chapter 574 of the 1983 Acts of the General Assembly authorized the extension of tolls on the Richmond-Petersburg Turnpike to finance certain transportation projects in the localities through which the turnpike passes; and

WHEREAS, the above referenced legislation provides that such tolls shall cease on the turnpike when Interstate 295 between U.S. Route 60 in Henrico County, east of the City of Richmond, and Interstate Route 95 in Prince George County, south of the City of Petersburg, is completed and opened to traffic; and

WHEREAS, it is currently estimated that the completion date of Interstate 295 between the above referenced points is on or about July 1, 1992; and

WHEREAS, the cost of those projects financed from the extension of tolls authorized by Chapter 574 of the 1983 Acts of Assembly have increased above the amounts originally estimated; and

WHEREAS, the increased costs of these projects along with amounts projected for maintenance and construction reserves and for the removal of toll collection equipment are estimated to create a deficit in the Richmond-Petersburg Turnpike fund of approximately \$38.5 million by July 1, 1992; and

WHEREAS, this Board has considered various alternatives to fund the additional \$38.5 million required to complete the funding; and

WHEREAS, the most feasible alternative to fund the projected deficit would be through an increase in the toll structure of the turnpike until tolls are removed; and

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WHEREAS, Chapter 202 of the 1973 Acts of the Assembly dissolved the Richmond-Petersburg Turnpike Authority and transferred all of its powers and authorities including the setting of tolls on the turnpike to the State Highway Commission (now Commonwealth Transportation Board) deemed to be the successor of the authority.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board authorizes the following adjustments to the toll rate structure of the Richmond-Petersburg Turnpike, effective on or about July 1, 1989:

- remove tolls at the Petersburg main line barrier
- double the toll rates for all classes of vehicles at the Colonial Heights, Falling Creek and Belvidere main line barriers
- eliminate the ramp toll barriers at the Belt Boulevard Interchange (Exit 14)
- eliminate the ramp toll barriers at the I-64, I-195 and Laburnum Avenue Interchange (Exit 15A) at Bryan Park
- maintain the existing toll structure on all remaining ramp barriers
- maintain the existing commuter rate

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board does hereby intend to remove all tolls on the Richmond-Petersburg Turnpike on or about July 1, 1992 in accordance with the provisions of Chapter 574 of the 1983 Acts of the Assembly.

Motion carried.

Moved by Mr. Humphreys, 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 large trucks under the STAA of 1982; and

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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:

Co. or City	Rte.	From	To
Clarke Co.	340	Route 7	Routes 277 & 522
Clarke Co. Warren Co.	522	Rtes. 277 & 340 (Clarke Co.)	2.85 Mi. N. of Rte. I-66 (Warren Co.)

Motion carried.

On motion of Mr. Musselwhite, seconded by Dr. Thomas, the minutes of the meeting of January 19, 1989 were approved.

On motion of Mr. Musselwhite, seconded by Dr. Thomas, permits issued and canceled from February 16, 1989 to March 15, 1989, inclusive, as shown by the records of the Department, were approved.

Moved by Mr. Musselwhite, seconded by Dr. Thomas, that the Board approve additions and abandonments to the Secondary System from February 1, 1989 to February 28, 1989, inclusive, as shown by the records of the Department.

Motion carried.

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Fauquier, Floyd, Henry and Wise (Town of Appalachia) Counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts of the Secondary System of Highways;

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

Fauquier County - Route 602 - From Station 10 + 08 to Station 13 + 80. 0.07 Mi.

Fauquier County - Route 603 - From Station 15 + 50 to Station 22 + 00. 0.29 Mi.

Floyd County - Route 790 - Sections 1, 5 and 13 of old location Route 790. 0.08 Mi.

Henry County - Route 619 - Sections 5, 6 and 7 of old location Route 619. 0.17 Mi.

Henry County - Route 665 - Sections 4, 5 and 6 of old location Route 665. 0.15 Mi.

Henry County - Route 781 - Section 2, of old location Route 781. 0.08 Mi.

Wise County (Town of Appalachia) - Route T-677 - From Route 78 to Route T-1307. 0.03 Mi.

Motion carried.

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

WHEREAS, Route 1 in Chesterfield County has been altered and reconstructed as shown on plans for Project: 569 DW-1; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.15 mile of Route 1 designated as Section 1 on the plat dated February 23, 1989, Project: 569 DW-1, be abandoned as part of the State Highway System.

Motion carried.

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

WHEREAS, Route 23 in the Town of Appalachia has  
been altered and reconstructed as shown on plans for  
Project: 0023-097-122, C-501; and

WHEREAS, one section of the old road to be  
renumbered, one section of the old road is to be  
transferred from the Primary System to the Secondary  
System and two section of the old road are no longer  
necessary as a public road, the new road serving the  
same citizens as the old.

NOW, THEREFORE, BE IT RESOLVED, that one section  
of the old Route 23 in the town of Appalachia will be  
renumbered as State Route 78; and

BE IT FURTHER RESOLVED, that pursuant to Section  
33.1-35 of the Code of Virginia of 1950, as amended,  
0.07 mile of old Route 23, designated as Section 2 on  
the plat dated July 11, 1988, Project: 0023-097-122,  
C-501, be transferred from the Primary System to the  
Secondary System of Highways; and

ALSO, BE IT FURTHER RESOLVED, that pursuant to  
Section 33.1-144 of the Code of Virginia of 1950, as  
amended, 0.20 mile of old Route 23, designated as  
Sections 3 and 4 on the plat dated July 11, 1988,  
Project: 0023-097-122, C-501, be discontinued as a  
part of the State Highway System.

Motion carried.

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

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

WHEREAS, certain Principal-Minor Arterial Road  
or Collector-Local Streets within the Corporate  
limits of the Town of Blackstone are eligible for  
such payment; and

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Blackstone for streets to be increased by 0.16 centerline miles. This increase is a result of additions of local streets as described on tabulation sheet number 1, for the Town of Blackstone dated February 16, 1989. The tabulation sheets are on file in the Department's Urban Division.

The street addition totaling 0.16 centerline mile increases the total mileage to 21.66 centerline miles of approved streets subject to maintenance payments.

Motion carried.

The bids received February 22, 1989, were approved as noted on the attached sheets numbered 11A through 11K.

BIOS RECEIVED FEBRUARY 22, 1989

JOB. DES.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
INTERSTATE PROJECTS							
1	35-89A 0866-029-106,C501, B678	66	Interchange Rte. 66 & Rte. 29 Fairfax County Mid. Br.:Incldos., Signs, Signale & Reconstr.	AWARD	SHIRLEY CONTRACTING CORP. LORTON, VA	9	\$3,572,458.10
2	21-89A 0093-029-114,C505 B662,B667,B673 R000-029-249,C515 C516,B658,B621,C518 0617-029-299,C501	Var.	Various Locations Fairfax County Grade, Asphalt Conc. Pave., Incldos., Signale OPT. B	AWARD	THE DRIGGS CORP. CAPITOL HEIGHTS, MD	3	\$47,328,843.10
PRIMARY PROJECTS							
1	23-89A 8108-044-108,C501 8601,B602	108	From: 0.25 MI. S. Int. Rtee. 174 & 108 To: 0.05 MI. South of MDL Martinsville Henry County Asphalt Conc. Base Course, Asphalt Top, Drainage Str. & Br.	AWARD	MORLEY READY MIX CONCRETE, INC. ROCKY MOUNT, VA	8	\$3,970,776.15
2	22-89A 0468-015-1019,SR02	460	Br. over Beaver Cr. Campbell County Br. Rehabilitation	AWARD	BURLEIGH CONSTR. CO., INC. CORCORD, VA	8	\$126,975.75

Moved by Mr. Bacon, seconded by Dr. Thomas, that the Board approve the bids listed above for award for the INTERSTATE SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried.

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BIDS RECEIVED FEBRUARY 22, 1989

JOB. DES.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
3	33-89A 0010-020-118,CS01, B616	10	From: 0.585 MI. N. of West Int. Rte. 144 To: 0.18 MI. N. of Int. Rte. 17001 Chesterfield County Asphalt Conc. Base Course, Asphalt Top, Signals, Utilities & Dr.	AWARD	CENTRAL CONTRACTING CO., INC. FARRISVILLE, VA	8	\$6,397,583.00
4	37-89A 6033-039-106,MS01	33	Frontage Rd. & Turn La. at E. End of Standardsville By-Pass Greene County Aggt. Base Course & Asphalt S.T.	AWARD	F. CLAYTON PLECKER & SONS, INC. MILBORO, VA	10	\$124,215.75
5	38-89A 6220-044-114,CS01	220	From: 1.127 MI. N. Rte. 669 To: 1.5 MI. S. Franklin Cl Henry County Asphalt Conc. Base Course, Asphalt Top & Drainage	AWARD	M. T. MILAN & SONS, INC. SOUTH BOSTON, VA	11	\$1,261,504.94
6	39-89A 0060-017-568,MS01	60	Int. Rte. 645 James City County Asphalt Conc. Base Course, Asphalt Top & Signal	AWARD	STAR CONTRACTOR CO., INC. WILLIAMSBURG, VA	2	\$67,192.65
7	44-89A 0001-088-511,MS01 0003-088-512,MS01 0218-089-508,MS01 0408-088-225,MS02	1,3 218 & 608	Various Location Spotsylvania & Stafford Co's, Asphalt Conc. Base Course & Asphalt Top AND Aggt. Base Course & Asphalt Top	AWARD	J. L. KERT & SONS, INC. SPOTSYLVANIA, VA	3	\$375,229.50

BIDS RECEIVED FEBRUARY 22, 1989

JOB. DES.	PROJECT NUMBER	RTI. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
8	47-89A 0143-099-504,MS01	143	Int. Rtes. 143 & F-137 York County Intersection Improvements; Includes Ramp & Left Turn La. Consty. Asphalt Conc. Pave. & Signals	AWARD	STAR CONTRACTOR CO., INC. WILLIAMSBURG, VA	5	\$108,142.70
9	956 6360-019-106,CS01	360	From: Rte. 15 To: Rte. 360 WBL Charlotte County Asphalt Conc. Base Course, Asphalt Top & Incls.	AWARD	J. C. JOYCE TRUCKING & PAVING, INC. PATRICK SPRINGS, VA	4	\$254,296.96
10	1096 7057-044-106,MS01	57A	From: 0.13 Mi. W. Rte. 122B To: 0.09 Mi. E. Rte. 122B Henry County Aggr. with Asphalt Conc. Base & Asphalt Surf. over Entire Rwy.	AWARD	VA ASPHALT PAVING CO., INC. ROANOKE, VA	4	\$41,685.60
11	1105 0301-016-101B,MS01	301	2.5 Mi. S. Int. Rte. 17 Carroll County Br. Repr. & Asphalt Conc. Overlay	REJECT	CENTRAL CONTRACTING CO., INC. FARMVILLE, VA	7	\$184,583.00

Moved by Dr. Thomas, seconded by Mr. Bacon, that the Board approve the bids listed above for award for the PRIMARY SYSTEMPROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer, and approve rejection of bids listed above for rejection and authorize readvertisement. Motion carried.

ORDER RECEIVED FEBRUARY 22, 1969

JOB. DES.	PROJECT NUMBER	RTE. NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
			ROAD TYPE				
URBAN PROJECTS							
1	48-89A C148-121-104, C505 C506, 8602	Battle- field Blvd.	From: 0.455 Mi. S. Military Hwy. (Rte. 13) To: 0.319 Mi. N. Int. Military Hwy. (Rte. 13) City of Chesapeake	AWARD	WILLIAMS CORP. OF VA NOFOLK, VA	5	\$6,349,971.94
			Asphalt Conc. Base Course, Asphalt Top, Drainage, Sides, Signals, Signs, Utilities, Ramps, Loops & Br.				
SECONDARY PROJECTS							
1	43-89A 0640-082-151, 1501	640	From: 0.95 Mi. N. Rte. 60 To: 1.55 Mi. N. Rte. 60 Russell County Aggr. Base Course & Asphalt S.T.	AWARD	ESTES BROS. CONSTR., INC. JONESVILLE, VA	8	\$164,407.00
2	30-89A 0601-013-100, 1501 0601-013-199, 1501 0617-013-197, 1501 0655-013-122, 1501 0691-013-103, 1501	Var.	Various Locations Buchanan County Construct Retaining Walls	AWARD	FOWLEY'S, INC. EAST STONE GAP, VA	6	\$205,256.00

Moved by Mr. Leafé, seconded by Dr. Thomas, that the Board approve the bids listed above for award for the URBAN SYSTEM PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried.

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BIDS RECEIVED FEBRUARY 22, 1989

JOB DES.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
3	34-89A 0787-031-179, NS01, 0424	787	From: 0.35 Mi. S. Rte. 75B To: 0.25 Mi. S. Rte. 75B Floyd County Aggr. Base Course, Asphalt S.T. & Drainage Str.	AWARD	C. R. HEADOR GENERAL CONTRACTOR PULASKI, VA	9	\$57,486.50
4	40-89A 0625-05B-P12, NS02	625	From: Int. Rte. 611 To: 3.218 Mi. N. Int. Rte. 611 Rocklenburg County Aggr. Base Course, Asphalt S.T. & Drainage	AWARD	LAWCO PAVING CO., INC. VERMILION, VA	10	\$413,904.73
5	41-89A 0665-067-156, NS01 1-1-89	665	From: 0.599 Mi. W. NCL Blackstone To: NCL Blackstone Mottomay County Aggr. Base Course & Asphalt S.T.	AWARD	D. D. DUNCANSON, JR. & SONS CONTRACTORS, INC. BLACKSTONE, VA	8	\$118,865.50
6	45-89A 0640-071-927, NS01, 0616	448	From: 1.71 Mi. N. Rte. 40 To: W. Int. Rte. 627 Sussex County Asphalt Base Course, Asphalt S.T. & Gr.	AWARD	BISHOP & SETTLE CONSTR. CO., INC. ALBERTA, VA	5	\$475,469.90
7	46-89A 0640-072-323, NS01, 0630, NS02	640	From: 0.11 Mi. S. Int. Rte. 650 To: 0.01 Mi. S. Int. Rte. 650 Tazewell County Asphalt Cont. Base Course, Asphalt Top & Drainage Str.	AWARD	FT. CHISHMELL CONSTR. CORP. MAX MEADOWS, VA	7	\$110,807.60

BIDS SET FEBRUARY 22, 1989

JOB. DES.	PROJECT NUMBER	RT. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
8	1095	0687-024-P47,MS01	607 From: Rte. 45 To: Rte. 616 Cumberland County Grade, Drain, Stabilize & Asphalt S.T.	AWARD	CRUMP CONSTR. CO., INC. FARMVILLE, VA	8	\$152,062.74
9	1097	0615-047-139,C501	615 From: 0.096 Mi. S. of Int. Rte. 322 & Rte. 615 To: 0.303 Mi. N. of Int. Rte. 322 & Rte. 612 James City County Asphalt Conc., Base Course, Asphalt Top, Signals & Incls.	AWARD	RICHARD L. CRUMMER CONSTR., INC. PETERSBURG, VA	0	\$1,082,113.40
1	1059	DR-5A-00	64 Various Locations - 1-64 City of Chesapeake Drainage Restoration	AWARD	THE KENNEDY CO. OF VA, INC. CHESAPEAKE, VA	2	\$49,373.00

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

MISCELLANEOUS PROJECTS

BIDS AWARDED FEBRUARY 22, 1989

JOB. DES.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
2	1099 BR-5B-89	17	Rte. 17 over James Ry. City of Newport News & Isle of Wight Co. Installation of Additional Studs on Oranapan	AWARD	CRONER CONTRACTING CO., INC. VIRGINIA BEACH, VA	4	\$151,550.00
3	1053 BR-5-89	Var.	Various Locations City of Suffolk & Isle of Wight Co. Guardrail Replacement	AWARD	KIRK-NEAL, INC. CHARLOTTESVILLE, VA	5	\$199,089.00
4	1101 BR-614-89	1	Rte. 1 over Medisco Cr. Prince William County Substr. Repr.	AWARD	LAWFORD BROS. CO., INC. ROANOKE, VA	4	\$59,840.00
5	1102 506-768-89	Var.	Various Locations - Loch Leonard & Westgate Prince William County Sidewalk, Curb & Gutter Repr.	AWARD	TAVARES CONCRETE CO., INC. LORTON, VA	3	\$180,299.00
6	1103 506-768-89	Var.	Various Locations - Dale City Sect. C, X & F Prince William County Sidewalk, Curb & Gutter Repr.	AWARD	PITTS CONSTR. CO., INC. BEAVER HEIGHTS, MD	5	\$650,110.00

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Moved by Mr. Humphreys, seconded by Mr. Bacon, that the board approve the bids listed above for award for the MISCELLANEOUS PROJECTS and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried.

BIDS RECEIVED FEBRUARY 22, 1987

JOB. DES.	PROJECT NUMBER	RTE. NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	BID
			WORK TYPE				
EMERGENCY CONTRACT							
BIDS 3-4-87							
574-87	0001-098-7188	81	Rte. 81 Over Road Cr. WIL & EEL Wythe County Girdler Splice Repairs.	AWARD	FAIRFIELD BRIDGE CO., INC. FISHERSVILLE, VA	3	\$254,200.00

Moved by Mr. Humphreys, seconded by Mr. Bacon, that the Board approve the bids listed above for award for this emergency project and authorize execution of contracts by the Deputy Commissioner or Chief Engineer. Motion carried.

3/16/89

Moved by Mr. Bacon, seconded by Mr. Davidson,  
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; and

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 can safely accommodate the larger vehicles and is necessary to provide reasonable access as provided by law and is, therefore, designated as an Access Highway in addition to the one-half mile of Access from the Qualifying Highways:

Co. or City	Route	From	To
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City of Lexington and Rock- bridge Co.	251	Route 11 (Lexington)	2.41 Mi. W. Rt. 11 (Rockbridge County)
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Motion carried.

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

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; and

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 can safely accommodate the larger vehicles and is necessary to provide reasonable access as provided by law and is, therefore, designated as an Access Highway in addition to the one-half mile of Access from the Qualifying Highways:

3/16/89

<u>Co. or City</u>	<u>Route</u>	<u>From</u>	<u>To</u>
Rockingham County & City of Harrisonburg	11	I-81 Ramp (Exit 65)	Charles Street (City of Harris- onburg)
Rockingham County	753	NCL Harrison- burg	0.23 Mi. No. NCL Harrisonburg

Motion carried.

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

WHEREAS, in accordance with provisions of Section 33.1-12 of the Code of Virginia, the Commonwealth Transportation Board may make rules and regulations, from time to time not in conflict with the laws of this state, for the protection of and concerning traffic on and the use of systems of state highways and to add to, amend or repeal the same; and

WHEREAS, by Federal law, Virginia must allow STAA vehicles (48 foot trailers, 28 foot twin-trailers and/or 102 inch wide trailers) when operating in a tractor truck semitrailer or trailer combination to have access to all interstate highways unless an adverse impact on safety is identified; and

WHEREAS, the Department of Transportation has conducted a comprehensive assessment of the Route I-264 westbound downtown tunnel in the City of Portsmouth including an onsite demonstration with one of these STAA vehicles; and

WHEREAS, this demonstration revealed a serious safety and operational problem with STAA vehicles using this tunnel due to the restricted horizontal and vertical clearance within the tunnel; and

WHEREAS, a restriction on the Route I-264 westbound tunnel would not present any undue hardship for STAA vehicles;

3/16/89

NOW, THEREFORE, BE IT RESOLVED, that, based on the above reasons, all STAA vehicles (48 foot trailers, 28 foot twin-trailers and/or 102 inch wide trailers) are restricted from using the Route I-264 westbound downtown tunnel in the City of Portsmouth, in accordance with Section 33.1-12 of the Code of Virginia; and

BE IT FURTHER RESOLVED, that this restriction will remain in effect until the above mentioned safety and operational problem is remedied; and

BE IT FINALLY RESOLVED, that appropriate signs be erected to inform these STAA vehicles of this restriction.

Motion carried.

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

WHEREAS, in accordance with provisions of Section 33.1-12 of the Code of Virginia, the Commonwealth Transportation Board may make rules and regulations, from time to time not in conflict with the laws of this state, for the protection of and concerning traffic on and the use of systems of state highways and to add to, amend or repeal the same; and

WHEREAS, for the past several years the Department of Transportation has received an increasing number of complaints from communities whose residential streets are being used as cut-through to avoid congested arterial routes; and

WHEREAS, the Department of Transportation has developed a residential cut-through policy which recognizes problems associated with residential cut-through traffic and sets forth responsibilities of the Department, counties and towns as well as procedures for implementation and evaluation; and

WHEREAS, the Department of Transportation has presented the proposed residential cut-through policy at a series of four public hearings strategically located throughout the state for the purpose of informing concerned citizens and to receive their comments and recommendations; and

3/16/89

WHEREAS, public support for the proposed residential cut-through policy has been overwhelmingly in favor of same;

NOW, THEREFORE, BE IT RESOLVED, that the residential cut-through policy be adopted, as attached (pages 15A through 15E).

Motion carried.

**POLICY AND PROCEDURES  
FOR CONTROL OF RESIDENTIAL CUT-THROUGH TRAFFIC**

**INTRODUCTION AND DEFINITIONS**

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**Introduction** This policy and attendant procedures identify the specific responsibilities and requirements of the Virginia Department of Transportation (VDOT) and of the affected County/Town in addressing concerns relating to cut-through traffic on local residential streets.

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**Definitions** Residential Cut-Through Traffic is traffic passing through a specific residential area without stopping or without at least one trip and within the area. It is traffic that would be better served by the local street system intended for through traffic, but, for various reasons, uses the residential street system.

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Local Residential Streets are streets within a neighborhood that provide direct access to abutting land uses and serve only to provide mobility within that locality.

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**POLICY ON RESIDENTIAL CUT-THROUGH TRAFFIC**

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**Policy** It is the policy of VDOT to recognize the problems associated with cut-through traffic and implement appropriate remedial measures wherever possible.

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**PROCEDURE FOR IMPLEMENTING CONTROLS OF RESIDENTIAL CUT-THROUGH TRAFFIC**

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**Purpose** The purpose of these procedures is to provide clear guidelines for studying the issues of cut-through traffic and implementing the recommended remedial measures.

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**County/Town Responsibilities** To initiate these procedures, the County/Town must:

- \* Identify the problem of residential cut-through traffic.
- \* Request, by resolution of the local governing body, that VDOT review and address possible solutions to the identified problem. This request is submitted to the local Resident Engineer, along with the following support data.

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**Support Data Requirements**

1. Functional classification of the street(s) in question as a local residential street and its relationship to the comprehensive plan.
2. Identification of the problem area, including all streets that are accessed primarily by using the street(s) in question and the associated peripheral roadway networks. Also, include the functional classification and relationship to the comprehensive plan for all streets in the problem area.
3. Verification by the County/Town that cut-through traffic on the local residential street to be studied is 40% or more of the total one hour, single direction volume, and that a minimum of 150 cut-through trips occur in one hour in one direction. Acceptable planning techniques may be used to determine the amount of cut-through traffic. A description of the technique used should be provided to VDOT along with the vehicle volume data.
4. Verification by the County/Town that a petition outlining the perceived problem and signed by at least 75 percent of the total occupied households within the problem area is valid.

5. Identification of alternative routes for through traffic if travel is restricted on the street(s) in question.

\* It is suggested that the support data requirements be collected in the above order as a means of screening requests.

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\* It is suggested that the County/Town consider documenting procedures for performing its responsibilities.

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**VDOT**

**Responsibilities** It is the responsibility of VDOT to complete a study of the roadway network identified in the formal request. This study will be conducted in the following four phases:

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1. The Resident Engineer, upon receipt of the adopted resolution, will review and submit it, along with any recommendations, to the District Engineer.

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2. As directed by the District Engineer, the District Traffic Engineer will conduct the necessary studies and the evaluation of the County/Town request. The District Traffic Engineer's study may include, but not necessarily be limited to:

\* Detailed traffic counts on existing affected streets and potentially affected streets.

\* Intersection analyses on the proposed alternative route(s).

\* Identification of potential adverse safety impacts.

\* Identification of the geometrics of the existing facilities in light of the traffic analysis.

\* Speed analyses on affected street(s).

\* Pedestrian circulation and safety analyses in the study area.

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3. Subsequent to completing the necessary traffic studies, the District Traffic Engineer will provide the District Engineer with his findings and recommendations. These recommendations will include alternatives for addressing cut-through traffic, including any sketches or diagrams necessary to implement the alternatives and the impact of each alternative on the existing roadway network.
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4. The District Engineer will determine the appropriate alternatives and advise the Resident Engineer, who will convey the findings and recommendations of VDOT to the County/Town.
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County/Town/VDOT  
Joint

Responsibilities

1. The County/Town, upon receipt of the VDOT findings and recommendations, shall solicit and receive written comments thereon from appropriate local agencies such as fire, police, rescue, school transportation, etc.
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2. A formal public hearing shall be held jointly by VDOT and the County/Town to provide for citizen input on the VDOT findings and recommendations. Advance notice of the public hearing must be provided by VDOT and will consist of:
- \* VDOT publishing notice in a newspaper published in or having general circulation in the County/Town once a week for two successive weeks.
  - \* County/Town posting notice of the proposed hearing at the front door of the courthouse of the County/Town ten days prior to the meeting.
  - \* VDOT placing signs on the affected street(s) identifying, by name and telephone number or address, an individual to answer questions concerning the findings and recommendations.
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3. The County/Town shall furnish the Resident Engineer a synopsis and transcript of the public hearing and an approved resolution of the actions desired.

**Note:** If the local governing body and the District Engineer fail to agree on the mitigating measure to be implemented, the governing body may appeal to the Commonwealth Transportation Commissioner or his designated representative. The Commonwealth Transportation Commissioner or his designated representative will analyze all the supporting data and render a decision, which will be binding.

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**Implementation**

Implementation of devices to remedy the cut-through situation shall be accomplished through the following sequence:

- \* The Resident Engineer shall notify the appropriate local governing body and media of the action to be taken and of the estimated date of implementation.
- \* Signs will be placed on the affected street(s) identifying, by name and telephone number or address, an individual to answer questions concerning the pending action.
- \* The Resident Engineer will implement the diversion devices, some of which may be of temporary construction pending evaluation of their effectiveness.

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**Evaluation**

Evaluation of the remedial devices shall be accomplished as follows:

- \* After the devices have been in place for generally not less than 30 days, but not more than six months, the District Traffic Engineer will re-study the roadway network and convey his findings and any recommendations to the District Engineer.
- \* The District Engineer will review the District Traffic Engineer's report and will provide this information to the Resident Engineer for transmittal to the local governing body.
- \* If it is determined that the implemented treatment is not appropriate, the District Engineer may terminate such treatment and may consider alternate treatments, with notification of such action to the local governing body. If the local governing body fails to agree on the mitigating measure, it may appeal to the Commonwealth Transportation Commissioner or his designated representative. The Commonwealth Transportation Commissioner or his designated representative will analyze all the supporting data and render a binding decision.
- \* If it is determined that the implemented treatment is an appropriate action, the local governing body will identify the source of funding for any permanent construction, as needed.

3/16/89

Moved by Mr. Humphreys, seconded by Mr. Musselwhite, 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 Meadowbrook High School Main Auditorium at 4901 Cogbill Road, on October 27, 1988, at 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 10 (Ironbridge Road) from 0.13 mile south of Route 150 (Chippenham Parkway) to 0.44 mile north of route 145 (Centralia Road) in Chesterfield County, State Project 0010-020-110, C-501, C-503; 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 the following changes:

Construct six lanes from the Chippenham Parkway Interchange through Jessup Road.

- The roadway section be modified to provide for the addition of five-foot bike lanes left and right throughout the project.
- The inclusion of additional crossovers to adequately serve the needs of the public.

Motion carried.

3/16/89

Moved by Mr. Smalley, seconded by  
Mr. Musselwhite, 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 Verona Elementary School on October 25, 1988, at 7:00 p.m., for the purpose of considering the proposed location and design of Route 11 from 0.55 mile south of the intersection of Route 275 to 2.27 miles north of the intersection of Route 275 in the City of Staunton and Augusta County, State Projects 0011-007-107, C-501; 0011-132-103, C-501; Federal Project R5-979 ( ); 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 from the intersection of Route 275 to 2.27 miles north of Route 275 be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's engineers with modifications to provide a five-lane typical section (center turn lane) in lieu of a raised median for the proposed improvements in the City of Staunton; and

3/16/89

BE IT FURTHER RESOLVED, that the segment of Project 0011-132-103, C-501, from 0.55 mile south of Route 275 to the intersection of Route 275, in the City of Staunton, be removed from further consideration as part of this project; and

BE IT FURTHER RESOLVED, that minor design changes may be made during the final design of this project to minimize the impacts on the communities as expressed at the public hearing and in accordance with Department policy.

Motion carried.

Moved by Mr. Bacon, seconded by Dr. Howlette, 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 Lee County Vocational School located on Alternate Route 58 at Ben Hur, on January 10, 1989, at 7:00 p.m. for the purpose of considering the proposed location and major design features of Alternate Route 58 from 0.21 mile west of Route 645 (at Ben Hur) to 0.34 mile east of Route 645 in Lee County, State Project 6058-052-113, C-501; and

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

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

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

Motion carried.

3/16/89

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Randolph Elementary School on August 29, 1988, at 7:30 p.m., for the purpose of considering the proposed location and major design features of plans for the replacement of the existing substandard bridge over a Branch of Genito Creek with a triple 10'x6' box culvert and construction of necessary roadway approaches on Route 641 in Goochland County, State Project 0641-037-153, C-501, D-614; Federal Project BR-903-037 ( ); 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;

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 that would confine work activities to the right side only between Stations 101 and 104 to avoid removal of a row of juniper trees along the left side of the existing roadway.

Motion carried.

Action on the proposed location and major design features of Route 645 (Burke Lake Road) from the intersection of Coffey Woods Road (Route 5847) to the intersection of Lee Chapel Road/Burke Centre Parkway (Route 643), in Fairfax County, State Project 0645-029-253, C-502; Federal Project M-5401 ( ), was deferred until the April meeting.

3/16/89

Moved by Mr. Davidson, seconded by Mr. Kelly,  
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 Circuit Court Chambers of the Prince Edward County Courthouse on November 10, 1988, at 8:00 p.m., for the purpose of considering the proposed location and major design features of Route 696 from the intersection of Route 460 to 0.32 mile south of Route 640 in Prince Edward County, State Project 0696-073-167, C-502; Federal Project RS-477( ); and

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

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

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

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a combined Location and Design Public Hearing was held in the Hollins Fire Station at 7401 Barrens Road on December 7, 1988, at 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 1832 (Barrens Road) from the east intersection of Route 117 (Peters Creek Road) to 0.25 mile north of Route 117 in Roanoke County, State Project 1832-080-196, C-501; and

3/16/89

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's engineers with modifications to move a private entrance to Northmont and the entrance to the Faith Alliance Church further northward on their property to eliminate the need for a right-turn lane and additional right of way from the adjacent property owner.

Motion carried.

3/16/89

Moved by Mr. Beyer, seconded by Mr. Smalley

that

WHEREAS, in connection with Route 759, State Highway Project 0759-081-125 C-501, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Leonard Ronald Cash and Beulah T. Cash by deed dated February 28, 1969, recorded in Deed Book 308, Page 245 and from Martha S. Shafer, et al, by deed dated March 19, 1969, recorded in Deed Book 308, Page 310. These deeds are recorded in the office of the Clerk of the Circuit Court of Rockbridge County; and

WHEREAS, under Project 0759-081-125, C-501, Route 759 was relocated in a southern direction and the new location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the adjoining landowners have requested that the Commonwealth convey to them the excess lands, so acquired, comprising a portion of old Route 759; and

WHEREAS, the 0.09 acre, more or less, comprising a portion of old Route 759, lying between Station 9+70 (connection Route 759 centerline) and Station 10+50 (connection Route 759 Centerline) do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the Secondary System of State Highways.

NOW, THEREFORE, the conveyance of the said land, so certified, in accordance with the provisions of Section 33.1-154 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 deeds without warranty conveying same to the adjoining landowners of record for considerations satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite, pending the abandonment of old Route 759.

Motion carried.

Moved by Mr. Beyer, seconded by Mr. Smalley

that

WHEREAS, in connection with Route 37, State Highway Project 6037-034-101-RW201, the Commonwealth acquired certain lands from Naomi W. Crabill by instrument dated May 15, 1969, case for which has been concluded, recorded in Deed Book 353, Page 424; in the Office of the Clerk of the Circuit Court of Frederick County; and

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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, 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 0.19 acre, more or less, and lying east of and adjacent to the east normal right of way limits of a Service Road, from a point approximately 40 feet opposite approximate Station 13+18 (Service Road Centerline) to a point approximately 40 feet opposite approximate Station 15+30 (Service Road 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 without warranty conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beyer, seconded by Mr. Smalley

that

WHEREAS, the Commonwealth is the apparent owner of two tracts of land, together containing approximately 8.9 acres, which the Department utilized for over twenty-five years as the Peters Mountain Wayside in Craig County; and

WHEREAS, these tracts, lying on both sides of Route 311, adjacent to the West Virginia state line, have not been used since the mid-1970's due to frequent vandalism; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing approximately 6.7 acres of land lying on the southeast side of Route 311 from a point approximately 100 feet opposite approximate Station 208+60 (Centerline Route 311) to a point approximately 80 feet opposite approximate Station 4+20 (Centerline Route 311) and the land containing approximately 2.7 acres on the northwest side of Route 311 from a point approximately 100 feet opposite approximate Station 0+30 (Centerline Route 311) to a point approximately 180 feet opposite approximate Station 9+15 (Centerline Route 311) do not constitute

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sections of the public road and are 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 of quitclaim conveying same to the U. S. Forest Service - Department of Agriculture for no consideration, subject to such restrictions as may be deemed requisite.

Motion carried.

3/16/89

Moved by Mr. Smalley, 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 Ashland Town Council and the Hanover County Board of Supervisors have, by resolutions, requested industrial access funds to serve the ClarCor Precision Products Group located in the Ashland Business Park, Section I, and said access is estimated to cost \$500,000; 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 \$152,000 of the 1988-89 Industrial Access Fund be allocated to provide adequate access to the proposed ClarCor Precision Products Group facility located in the Ashland Business Park off Ashcake Road in the Town of Ashland in Hanover County, Project 9999-166-268, M501, contingent upon

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth;
2. satisfactory completion of this project in accordance with approved plans and the official acceptance of this roadway into the system of roads maintained by the Town of Ashland;
3. the provision of suitable documentation, satisfactory to the Department, that ClarCor has expended or entered into firm contract to expend at least \$1,520,000 for qualified capital outlay on the subject site by March 16, 1991;

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4. presentation of appropriate billing and certification by the Town of Ashland for reimbursement of the actual cost incurred on eligible items in the construction of this project. Such billing shall not exceed \$152,000;
5. the payment of all ineligible project costs, and of any eligible costs in excess of this allocation, from sources other than those administered by this Department.

Motion carried.

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

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

WHEREAS, it is the sense of this board that the present policy should be revised and restated to be more compatible with present conditions.

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

1. the use of industrial access fund shall be limited to the purpose of providing adequate access to new or substantially expanding manufacturing, processing, and industrial facilities, or other establishments.
2. Industrial access funds shall not be used for the acquisition of rights of way or adjustment of utilities. These funds are to be used only for the actual construction and engineering of a road facility adequate to serve the traffic generated by the new or expanding establishments.

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3. Industrial access funds may not be used for the construction of access roads to schools, hospitals, libraries, airports, armories, speculative office buildings, shopping centers, apartment buildings, professional offices, residential developments, churches, hotels, motels, government installations, or similar facilities, whether public or private.

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

4. No cost incurred prior to this Board's approval of an allocation from the industrial access funds may be reimbursed by such funds. Industrial access funds shall be authorized only after certification that the manufacturing, processing, or other establishments will be built under firm contract, or is already constructed, or upon the presentation of acceptable surety in accordance with paragraph (a) of Section 33.1-221, as amended, of the Code of Virginia (1950).
5. Industrial access funds shall not be used to construct or improve roads on a privately owned plant site. Nor shall the construction of a new access road to serve any industrial site on a parcel of land which abuts a road constituting a part of the systems of state highways or the road system of the locality in which it is located be eligible for industrial access funds, unless the existing road is a limited access highway and no other access exists. Further, where the existing road is part of the road system of the locality in which it is located, or the secondary system of state highways, industrial access funds may be used to upgrade the existing road only to the extent required to meet the needs of traffic generated by the new or expanding industrial facility. Funds must be approved from other sources to address any current road inadequacies.

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6. Not more than \$300,000 of unmatched industrial access funds may be allocated in any fiscal year for use in any county, city or town which receives highway maintenance payments under Section 33.1-41.1, Code of Virginia. A town whose streets are maintained under either Section 33.1-79 or 33.1-82, Code of Virginia, shall be considered as part of the county in which it is located. The maximum eligibility of unmatched funds shall be limited to 10% of the capital outlay of the designated industry or industries. The unmatched eligibility may be supplemented with additional industrial access funds, in which case the supplemental access funds shall not be more than \$150,000, to be matched dollar-for-dollar from funds other than those administered by this Board. The supplemental industrial access funds over and above the unmatched eligibility shall be limited to 5% of the capital outlay of the designated industry or industries. Such supplemental funds shall be considered only if the total estimated cost of eligible items for the individual access improvement exceeds \$300,000.
7. Eligible items of construction and engineering shall be limited to those which are essential to providing an adequate facility to serve the anticipated traffic. Items such as storm sewers, curb and gutter, and extra pavement width will not normally be eligible. However additional pavement width may be eligible where necessary to qualify the road facility in a city or town for maintenance payments under Section 33.1-41.1, as amended, of the Code of Virginia (1950).
8. It is the intent of the Board that industrial access funds not be anticipated from year to year. Unused eligibility cannot be allowed to accumulate and be carried forward from one fiscal year to another.

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9. The Commonwealth Transportation Board will consult and work closely with the Governor's Department of Economic Development in determining the use of industrial access funds and may rely on the recommendations of this Department in making decisions as to the allocation of these funds. In making its recommendations to this Board, the Department of Economic Development will take into consideration the impact of the proposed facility on the employment and tax base of both the area in which the facility is to be located and the Commonwealth of Virginia. The determination by the Department of Economic Development that the subject establishment impacts the economic growth of the Commonwealth to such an extent that an allocation should be made regardless of the manufacturing or distributive classification will be given considerable weight by this Board.
10. Prior to the formal request for the use of industrial access funds to provide access to new or expanding industries, the location of the access road shall be submitted for approval of the engineers of the Virginia Department of Transportation. The engineers shall take into consideration the cost of the facility as it relates to the location and as it relates to the possibility of the future extensions of the road to serve other possible industrial establishments, as well as the future development of the area traversed.
11. Prior to this Board's allocation of funds for such construction or road improvements to an industry proposing to locate or expand in a county, city, or town, the governing body shall by resolution request the access funds and shall be responsible for the preliminary negotiations with the industries and others interested. Transportation engineers will be available for consultation with the governing bodies and others, and may prepare surveys, plans, engineering studies, and cost estimates.

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12. The Commonwealth Transportation Commissioner, through the Deputy Commissioner, is directed to establish administrative procedures to assure the provisions of this policy are adhered to and complied with.

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

Motion carried.

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

WHEREAS, Section 33.1-75.1, Code of Virginia, prescribes the annual allocation of state funds to provide an equivalent matching allocation to any county for the designation of certain local funds by the governing body, to be placed in a special fund account know as "...county primary and secondary road fund"; and

WHEREAS, the governing bodies of the counties electing to participate in this program for fiscal year 1988-89 did, jointly with the Department, identify specific eligible items of work to be financed from the special fund account; and

WHEREAS, by resolution dated July 21, 1988, this Board approved the allocation of such funds in accordance with the recommendation of the governing bodies of these counties and the Department, including the assignment of \$200,000 to Route 8000, Budget Item 5603 - Isle of Wight County; and

WHEREAS, the Isle of Wight County Board of Supervisors has subsequently advised that due to changes in the status of certain of the improvements proposed to be funded under this program, it desires to amend its earlier request whereby the allocation to Route 8000, Budget Item 5603, would be reduced to \$155,000 and that the resultant \$45,000 be reassigned to Project 0010-046-109, N-501; and

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WHEREAS, it appears that this request falls within the intent of the applicable statute and guidelines for administering the "...county primary and secondary road fund".

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby amends its action of July 21, 1988, to reduce the allocation of the Isle of Wight County Secondary Road Fund (Route 8000 - Budget Item 5603) to \$155,000.

BE IT FURTHER RESOLVED, that \$45,000 be reassigned to Project 0010-046-109, N-501.

Motion carried.

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

WHEREAS, Section 33.1-75.1, Code of Virginia, prescribes the annual allocation of state funds to provide an equivalent matching allocation to any county for the designation of certain local funds by the Governing body, to be placed in a special fund account known as "...county primary and secondary road fund"; and

WHEREAS, the governing bodies of the counties electing to participate in this program for fiscal year 1988-89 did, jointly with the Department, identify specific eligible items of work to be financed from the special fund account; and

WHEREAS, by resolution dated July 21, 1988, this Board approved the allocation of such funds in accordance with the recommendation of the governing bodies of these counties and the Department, including a \$128,000 allocation to Route 8000, Budget Item 5603 - City of Suffolk; and

WHEREAS, the Council of the City of Suffolk has subsequently advised that it desires to amend its earlier request whereby the allocation to Route 8000, Budget Item 5603, would be reduced to \$122,000; and

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WHEREAS, it appears that this request does not conflict with the applicable statute and guidelines for administering the "...county primary and secondary road fund".

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby amends its action of July 21, 1988, by reducing the allocation to the City of Suffolk secondary road fund (Route 8000, Budget Item 5603) to \$122,000 (\$61,000 city funds and \$61,000 state matching funds).

BE IT FURTHER RESOLVED, that this \$3,000 reduction in state matching funds for use in the City of Suffolk be returned to the Department's unassigned account for such matching funds. (Attachment on pages 32A through 32C)

Motion carried.

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

WHEREAS, Chapter 800, Item 644 of the Acts of the 1988 General Assembly provides financial assistance for public transportation for fiscal year 1989; and

WHEREAS, this Chapter authorizes the Commonwealth Transportation Board to distribute these funds as public transportation grants in accordance with a distribution methodology defined in Chapter 58.1-2425.E.3 of the Code of Virginia and to award capital grants; and

WHEREAS, the City of Bristol, Virginia has requested state financial assistance for a capital project for their public transportation program; and

WHEREAS, the Virginia Department of Transportation has reviewed the city's request and found it to be reasonable and appropriate;

DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA  
 COUNTY PRIMARY AND SECONDARY FUND  
 1988-89 FISCAL YEAR

PROGRAM FUNDING				ALLOCATION OF FUNDS		
District	County	County Contribut	State Matching	Total Funds Available	Project # or Incidental Budget Item #	Allocation
Culpeper	Albemarle	500,000	500,000	1,000,000	0729-002-239,C501	200,000.00
					0810-002-240,C501	100,000.00
					0709-002-241,C501	100,000.00
					0654-002-242,C501	500,000.00
Northern Va.	Arlington	451,390	451,390	902,780	0120-000-115,C501	902,780.00
	Fairfax	500,000	500,000	1,000,000	0636-029-315,C501	1,000,000.00
	Loudoun	500,000	500,000	1,000,000	0641-053-152,C501	350,000.00
					0028-053-104,BN201	642,000.00
	Prince William	500,000	500,000	1,000,000	0015-076-107,N501	142,857.14
					0234-076-117,N501	142,857.14
					2053-076-271,C501	187,000.00
					RT 619, BI 5002	50,000.00
					RT 8000, BI 5603	177,857.14
					1108-076-128,C501	57,857.14
					RT 784, BI 5003	24,000.00
					RT 638, BI 5005	112,857.14
					RT 642, BI 5006	50,000.00
RT 8011, BI 4603	49,357.14					
RT 8011, BI 4603	25,357.14					

DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA  
 COUNTY PRIMARY AND SECONDARY FUNDS  
 1988-89 FISCAL YEAR

PROGRAM FUNDING				ALLOCATION OF FUNDS		
District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	Allocation
Staunton	Augusta	150,000	150,000	300,000	RT 868, BI 5033	42,857.00
					RT 693, BI 5034	42,857.00
					RT 849, BI 5035	42,857.00
					RT 760, BI 5036	42,857.00
					RT 611, BI 5037	42,857.00
					RT 772, BI 5038	42,858.00
					RT 639, BI 6462	42,857.00
State Total		<del>5,000,000</del>	<del>5,000,000</del>	<del>10,000,000</del>		
		<del>4,983,500</del>	<del>4,983,000</del>	<del>9,966,500</del>		
		**4,980,000	**4,980,000	**9,960,000		

DESIGNATION OF FUNDS PURSUANT TO SECTION 33.1-75.1, CODE OF VIRGINIA  
 COUNTY PRIMARY AND SECONDARY FUND  
 1988-89 FISCAL YEAR

PROGRAM FUNDING				ALLOCATION OF FUNDS		
District	County	County Contribution	State Matching	Total Funds Available	Project # or Incidental Budget Item #	Allocation
Salem	Botetourt	43,800	43,800	87,600	RT 8000, BI 5603	87,600.00
	Henry	250,000	250,000	500,000	RT 8000, BI 5603	500,000.00
	Roanoke	29,675	29,675	59,350	RT 8000, BI 5603 RT 1385, BI 5011	50,000.00 9,350.00
Richmond	Chesterfield	500,000	500,000	1,000,000	* 0288-964-101, PE100	1,000,000.00 (Allocation Assigned by 10/26/88 Action of Transportation Board)
	<del>New Kent</del>	<del>17,000</del>	<del>17,000</del>	<del>34,000</del>	<del>RT 8000, BI 5603</del>	<del>34,000.00</del> (Allocation Cancelled by 10/26/88 Action of Transportation Board)
Suffolk	Isle of Wight	100,000	100,000	200,000	RT 8000, BI 5603 **	<del>200,000.00</del> 155,000.00 (Allocation reduced by 3/16/89 Action of Transportation Board)
					**0010-046-109,M501**	45,000.00 (Allocation assigned by 3/16/89 Action of Transportation Board)
	James City	394,135	394,135	788,270	0615-047-139,C501 0614-047-132,M501	707,450.00 80,820.00
	City of Suffolk	<del>64,000</del> ** 61,000	<del>64,000</del> 61,000	<del>128,000</del> 122,000	RT 8000, BI 5603 **	<del>128,000.00</del> 122,000.00 (Allocation reduced by 3/16/89 Action of Transportation Board)
Sussex	500,000	500,000	1,000,000	1000-091-165,PE101	1,000,000.00	
Fredericksburg Stafford		500,000	500,000	1,000,000	RT 700, BI 5006 RT 606, BI 5005	70,000.00 60,000.00
					RT 8000, BI 5603	<del>164,550.00</del> * 244,550.00 (Allocation Increased by 10/26/88 Action of Transportation Board)
					<del>RT 654, BI 5004</del> *	<del>80,000.00</del> (Allocation Cancelled by 10/26/88 Action of Transportation Board)
					0684-089-197,C501	625,450.00

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NOW, THEREFORE, BE RESOLVED, that the Department is authorized to approve a state public transportation capital assistance grant for the City of Bristol in the amount of \$300,000; and that the Deputy Commissioner is authorized to obligate additional assistance, if necessary to match revisions to the project.

Motion carried.

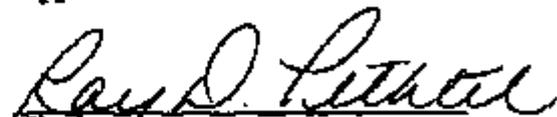
Mr. Musselwhite, member of the Internal Audit Committee, presented a report on the Committee's meeting of February 15, 1989. On motion of Dr. Thomas, seconded by Mr. Waldman, the Board adopted the report, as follows:

"The Commonwealth Transportation Board's Internal Audit Committee met on February 15, 1989, with members of the Internal Audit Division. The Committee reviewed the travel expenditures report and accepts as adequate the actions taken, or to be taken, on the report."

The next regular meeting will be held in Richmond on April 19, 1989.

The meeting adjourned at 12:15 p.m.

Approved

  
Chairman

Attested

  
Secretary